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# The Hongkong Telegraph.

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## THE SHARE BOOM.

### "Gambling Pure and Simple."

### RECKLESS FORWARD DEALS.

("Telegraph" Special.)

The first fortnight of 1924 will long be remembered here as witnessing an unprecedented boom in the share market. It is safe to say that never before was so much excitement seen in Ice House Street, that never before had there been such reckless buying and selling of "shares," save perhaps during the height of the rubber boom in 1909. It is not our purpose here to speak of the great appreciation in the price of some of the stocks handled, or to argue whether that appreciation was justified or not. We are not concerned at the moment with the merits or demerits of the boom—we leave that for others more in the know. But we do think that the actual state of things which existed in Ice House Street, the "buying" and "selling" of thousands of "shares" which never had existence, the enormous deals made by some men who at no time had the sums for which they made themselves reponsible, calls for comment, and serious comment at that. It was commonplace to hear deals involving the buying or selling of 1,000 shares, 5,000 and even 10,000 shares: to hear that brokers had been operating in parcels out of all proportion to the number of shares that could possibly have been available. There was gambling pure and simple on quotations only, with never the prospect of scrip, or the desire for it, or the ability to pay for it. Men simply stood to gain or lose on the margin of difference between the price at which they contracted to buy and the price at which they contracted to sell or *vice versa*. There were doubtless very many genuine transactions, but, for the main part, speculation was as irresponsible as it was rife. And we have no hesitation in saying that it was morally bad.

#### THE "KESWICK ORDINANCE."

That wild speculation on probable forward prices is undesirable has been recognised by Governments in many parts of the world, and laws have been passed designed to prohibit anything but genuine transactions relating to actual scrip. Some of the most important Stock Exchanges have discountenanced forward gambling. The Government of Hongkong thought it undesirable in 1891 when it passed an Ordinance, which later became known as the "Keswick Ordinance" after the name of its sponsor, which made any share contract note null and void for all purposes whatsoever unless the distinguishing numbers of the shares were stated on the contract. In the preamble to that Ordinance it was stated that "it is expedient to make provision for the prevention of contracts for the sale and purchase of shares and stock in joint stock companies of which the sellers are not possessed or over which they have no control." The Ordinance was designed to prevent anything but the buying and selling of actual shares, but, unfortunately, it did not succeed in achieving its object. The Government confessed that the Ordinance had been a failure when it repealed it by the Stamp Ordinance of 1921. At the time this latter Ordinance was introduced, the Government was seeking to raise more revenue from stamp duties, and it made all share contract notes liable to the payment of stamp duties. In defending the repeal of the "Keswick Ordinance" the Government stated "it does not seem reasonable to collect, under one Ordinance, duty on instruments which are made void by another Ordinance," and a little later in the Objects and Reasons (from which the last quotation is taken) it is stated that "the Ordinance (Keswick Ordinance) in any case has not justified itself." So the position to-day is that one and all are free to make share contract notes without the insertion of the share numbers. Such notes are stamped according to the value of the transaction and they are, apparently, binding in law.

#### OVER FOUR MILLION DOLLARS.

If anyone should doubt that there has been a tremendous amount of gambling during the past fortnight, we can soon convince him by reason of the fact that we have ascertained from the Stamp Office the information that during the first 16 days of January the income to the Treasury from the sale of stamps on share contract notes alone was no less than $14,936. For the whole of December the income from the same source was $5,605 and the average monthly income for the past year was between $6,000 and $5,000. For the first half of January the income was nearly $15,000, *or at a rate between six and seven times the normal rate*. Owing to the fact that stamp duties on share contract notes are on a sliding scale, and that a stamp of one value will cover very widely differing transactions, it is impossible to give even an approximate figure regarding the aggregate of the share transactions on which the above $14,936 has been paid. But, by taking the very minimum figures in the scale, it is certain that the transactions involved represent a sum of at least $4,584,600. The figure might very easily be twice as high, or even three times as high, because there is no possible means of calculation whereby to compute accurately from the amount of duty paid. But, at the very least, over four-and-a-half million dollars worth of shares were bought and sold in 16 days a figure out of all proportion to the legitimate buying and selling of existing shares. Just how much of the business was done on a cash basis and how much on a forward basis we do not know, but it is common talk that the March Settlement will be one of the heaviest on record, and it will be surprising if there are not one or two failures to honour the contracts signed.

#### CHINESE SPECULATORS.

The number of men operating as brokers just now is very considerably increased to what it was even a year ago. The accredited members of the Hongkong Stock Exchange and the Hongkong Sharebrokers' Association are doubtless well able to meet all obligations they incur, even though they act to a large extent as jobbers. But there are many young men engaged in broking and jobbing on their own account who are not attached to any exchange or association and who stand to lose little or anything by a default. Ice House Street during the "rush" hours of the recent boom presented very eloquent evidence of the irresponsibility of many of its *habitues*.

Regarding clients, it is safe to presume that the bulk of those engaged in speculation are Chinese. There is a lot of money in the Colony from Kwangtung, owing to the disturbed state of things there, and, as is well known, the Chinese love a gamble if they love anything. The Chinese merchant class has had rather a poor year for business, and, because of political conditions, have not a great deal of money tied up in goods, with the result that they have liquid cash available with which they are content to gamble. The average European who takes a risk on share speculations might have bought at the onset but probably got out fairly early in the boom. The majority of the obligations will will probably be met. But the point we wish to stress is that gambling on share prices is not a very wholesome employment of money, it is absolutely non-productive and has its inevitable effect on prices.

#### A CHECK NEEDED.

We confess that it is very difficult indeed to suggest a remedy for this public gambling. It could only be brought about by enactment or by determination on the part of accredited brokers to deal only in scrip and with no outside jobbers. Legislation, as designed before, failed and, unless it were of a particularly stringent character, it would fail again. But we do suggest to the Government that it ought seriously to take note of the past fortnight's happenings and ponder whether some check to this indiscriminate speculation cannot be imposed. It is not good for the Colony's commercial well-being, and it allows one of our streets, in the very centre of the city, to become a mart of gambling auctions. Commercially and morally it is bad.

## FATAL MOTOR COLLISION.

#### CAR DRIVER "WANTED."

A warrant is now out for the arrest of the driver of a private car, who, after a collision in which one man was killed, drove off without rendering any assistance to the injured.

It is stated that the driver of a motor lorry, whilst proceeding along the main Castle Peak Road yesterday afternoon, was overtaken by a motor which had come up without any warning, either by the sounding of the horn or otherwise, so that the lorry driver was made aware of the fact only when a collision occurred. The lorry was hit on its right side and the impact shot it over the embankment into a field. A coolie sitting on the lorry was killed, and the driver received a number of bruises. The car, which at the time was filled with passengers, drove on, its driver paying no attention to what had occurred.

The number of the car has, however, since been ascertained and the car traced. It was found to belong to a Chinese, living at Taikoktsui. The driver has, however, absconded, and a warrant is now out for his arrest, as stated above.

The accident occurred near Shui Pui village at one o'clock in the afternoon.

## CRIMINAL SESSIONS.

#### BIG LIST FOR TO-MORROW.

The January Criminal Sessions, which open at the Supreme Court to-morrow, contains a list of no fewer than 15 cases, involving the trial of 21 persons.

There are four cases of unlawful possession of arms, two of unlawful possession of ammunition, two of robbery, one of assault, one of wounding with intent, one of demanding money with menaces, one of bribery of a public servant, one of stealing and one under the Deportation Ordinance.

## CANTON RICE STRIKE.

#### "FATSHANS" CARGO RETURNS.

The rice workers' strike in Canton has become more serious. It is stated that the workers have prevented the discharge of about 2,000 bags of rice from the s.s. Fatshan and that these have had to be returned to Hongkong.

The price of rice in Canton has risen from $8 to $11 per picul, whilst the merchants, fearing confiscation, have removed large stocks to foreign godowns.

## BELILIOS PUBLIC SCHOOL.

#### THE PRIZE DISTRIBUTION.

This morning, the annual distribution of prizes to scholars of the Belilios Public School took place. The function was held, by kind permission of the Headmaster, at Queen's College. Lady Stubbs gave away the awards.

#### ANNUAL REPORT.

The Headmistress (Miss C. E. Clarke), in her annual report, stated:—

School days this year have numbered 174; the average daily attendance was 354. As there is one class less than in 1922, the percentage of attendances is about the same. There have been several changes on the staff: those who have left include Mrs. Upsdell and Mrs. Garrod, to both of whom we are most grateful for their work in the examination classes. Mrs. Adams joined the staff in January, to teach Mathematics: Miss Munro and Miss Brennan have also been appointed. During the year, four Chinese mistresses resigned. The year 1923 has been a peaceful year, with little to disturb the even tenour of our way. Luckily, the typhoon did not damage the buildings much, and we were able to begin work after the holiday without any delay. The daily round has been enlivened twice by visits to the Coronet Theatre, to see "Robin Hood" and "Orphans of the Storm." The usual examinations have taken place. A test in English was given throughout the Vernacular Classes: this proved of great value in fixing a standard to be reached by each division in English. In the Locals, the school has three Matriculations.—our first—three passes in Senior, and eleven passes in Junior, with five distinctions, one in English, history, needlework, and two in Chinese. It is the first time we have had distinction in history and Chinese. One at least of the matriculated hopes to work at the University for a degree in medicine. The health of the school has been good. Dr. Eyler kindly came to hold a medical inspection in June: about 15 of those examined needed treatment by an oculist. In November, Mrs. Hickling came to the school to vaccinate. The Nursing Division helped, the work was done quickly and thoroughly, and in two afternoons 358 girls were vaccinated. The Nursing Division was invited to meet: Colonel Palmer, C.B.E., Knight of Grace of the Order of St. John of Jerusalem, at a party at Mr. Ho Kwong's country house, and an enjoyable afternoon was spent. December 18 saw the thirtieth anniversary of the school: the old building was opened in 1893, while the new building was added in 1913. I should like to think that the girls who have been at Belilios look back on their school days as a time of happiness and of good companionship as well as of hard work: and one's hope is that, apart from the actual knowledge learnt, they have gained self-control, unselfishness, and strength to take with calm, pluck, and cheerfulness all that comes in life. In conclusion, I beg to thank those to whom we are indebted: first, Lady Stubbs, for her kindness in coming here to-day to give away the prizes; the Head Master of Queen's College, for allowing us to have this hall; and all the subscribers to the Prize Fund. And I ask the staff to accept my most grateful thanks for all they have done and are doing, for the school.

#### VAN GOGH PICTURES FOR THE NATION.

It is announced that two pictures by Vincent van Gogh have been purchased for the National Gallery (Modern Foreign Section) from the exhibition of the artist's work at the Leicester Galleries, Leicester-square. The paintings selected are two of his best-know canvases—"The Postman, Arles," and "The Yellow Chair," both painted in 1888.

## OBITUARY.

#### DEATH OF MR. GEORGE BANKER.

Many residents will hear with deep regret of the death, which took place at his residence in Kowloon this morning, of Mr. George Banker, head of Messrs. Banker and Company, at the age of 55 years. The deceased had only been ill for a few weeks.

The late Mr. Banker, who had resided in the Colony for many years, came here from Shanghai. He was a pioneer in West River motor-ship transportation, his Company owning several such craft. He was a prominent member of St. Andrew's Church, having been Treasurer for several years. Of a quiet, kindly, Christian disposition, he will be greatly missed by all who knew him. He leaves a widow and three young children, for whom much sympathy will be felt. The funeral takes place to-morrow afternoon, passing the Monument at 4.30 p.m.

A special memorial service is to be held at St. Andrew's Church to-morrow evening at 6 o'clock, in which the Bishop of the Diocese will take part.

## ALLEGED HIGHWAY ROBBERY.

#### TWO MEN CHARGED.

Divisional Inspector C. Aris charged two Chinese, before Mr. J. R. Wood at the Police Court this morning, with highway robbery, two counts were preferred against the accused, one of which was in respect of the holding up of two Chinese females at Stanley and relieving them of jewellery and other property of the total value of $104.03.

It was stated that most of the stolen property was in the possession of the first accused when he was arrested, outside the Wongneichong Gap Station. The second accused was then accompanying the first. The hearing was remanded by his Worship until Thursday.

## HONGKONG IMPORTS.

#### BETTER PIECE GOODS BUSINESS.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:—

Cotton piece goods and fancy cotton goods.—During the interval our market has improved and a considerable business has been done in grey and white shirtings and fancy goods at enhanced rates. At the close local values are firm and in some cases advancing. Manchester reports a strong market. Clearances are fairly satisfactory.

Cotton yarn.—Since our last report there has been a certain amount of enquiry, but only a small business has resulted. Prices, however, remained unchanged. Quotations are:—No. 10s. $220/245. No. 12s. $230/245. No. 16s. $240/250. No. 20s. $235/235. Arrivals 700 bales. Shipments nil. Sales 700 bales. Unsold 10,000 bales. Bargains 2,500 bales.

Woollens.—The market is very quiet, as is usual at this time of the year.

Raw Cotton.—No sales to report and prices are unchanged.

Metals.—Market continues quiet and although home prices have dropped there has been no response from this side. Spot prices are steady but little business is reported.

Flour Market Report.—Stock: 500,000. Market: Dull. Quotations:—American Patent, $3.60 per sack; American Straight, $2.85 per sack; American Cut off, $2.90 per sack; Australian No. 1, $2.90.

#### TO-DAY.

Closing Exchange 2s. 4 1/16.
Lighting-Up-Time 6.02 p.m.

## THE PARLIAMENTARY DEBATE.

#### PLAIN SPEAKING ABOUT FRANCE.

#### CONSERVATIVE PLEA FOR THE DOMINIONS.

(Reuter's Service.)

London, January 18.

Continuing his speech in the House of Commons, Mr. J. H. Thomas declared that a situation was being created in Central Europe necessitating expenditure on our own defence. No party was entitled to claim a party advantage out of any danger to the nation. Ministerialists had asked how Labour was going to deal with France and by implication had suggested that it would be by war. But it was not real friendship to pretend that all was well when it was not. No nation had paid a greater tribute to another nation than we did to France but that did not mean that if we believed France to be heading towards disaster we ought not to say so. God forbid that any word of his should be construed as meaning that Labour was anxious to break with France or to talk about war, but it was not surprising that France had not believed the Government and had treated them with contempt in view of their vacillating policy.

Mr. Thomas described Mr. Asquith's speech of the day before as one of the greatest of his life. He declared that the statements that the first steps of the Labour Government would be to corrupt the army, navy and police, abolish marriage and introduce free love were rubbish. Decent men and women of all classes were anxious to remedy social conditions. The Labour party had graduated in the hardest school; it would make mistakes but the experience and responsibility of Government would be good for them and, despite those difficulties, they would work with a single desire to make the country worthy of the citizens who showed patriotism at the time of its greatest trial.

**Mr. Chamberlain's Reply.**

Mr. Neville Chamberlain said that the Government had plainly told France that they would not answer for a continuance of friendly relations if she continued to occupy the Ruhr. All desired to avoid war, but it might come to the point when the nation had to choose whether it would carry out its views forcibly or take the other alternative. Mr. Thomas was opposed to war under any circumstances and it did not lay with Mr. Thomas to accuse the Government of not taking action which would inevitably have led to war. He begged the Labour Party not hastily to dismiss the Imperial preference proposals out of any pedantic theory. He emphasised the enormous importance of Dominion trade, instancing how preference had stimulated trade with Australia. He hoped the Labour Government would treat the proposals with all the sympathy possible. He predicted that the Labour Party would find it impossible to abolish all food taxes and if they could be satisfied that the proposals were expedient they might well, without departing from their principles, re-arrange the food duties so as to enable them to be carried out. The proposals were in the nature of normal gesture and the direction in which that gesture was made might affect very seriously the future attitude of the Dominions towards Britain. When in a generation or two hence the Dominions were among the greatest nations of the earth the action of the British Government to-day might determine the value the Dominions would be to the Empire and the help they would be to the people of Britain (Cheers).

**A Faded Pink Flag.**

Mr. Neville Chamberlain commended to the Liberals the letter of Mr. Churchill, declaring that a Socialist Government would be a national misfortune. He said the Red Flag appeared to resemble a chameleon, changing its shade according to its environment. If they always had speeches like that of Mr. Thomas he would call it only a very faded pink. (Laughter). But a powerful section of the Labour Party, which made up in vociferousness what it lacked in respect for the rules of the House, was determined to exercise a powerful influence on the fortunes of the party. A prominent member of this section had recently declared that it would be political madness to leave the impression that the Labour movement did not menace vested interests,—(Loud Labour cheers)—and it would be a betrayal of those who voted for them unless they destroyed Liberalism.

Mr. Chamberlain said the Imperial preference proposals did not affect the question of unemployment now but would profoundly affect trade and employment in Britain in the future, and perhaps at no very distant future.—(Cheers).

**A Maiden Speech.**

The Duchess of Atholl in a maiden speech, supported the Government's proposals to develop juvenile unemployment centres, to protect children born out of wedlock, to amend the law relating to maintenance and separation orders and to call an agricultural conference. She declared that if those Liberals who were elected with the help of Conservative votes were true to their election pledges they would save their party the odium of turning out the Government.

Mr. George Lambert emphasised the necessity for continuity in foreign affairs. He would vote for the amendment without enthusiasm, reserving his liberty of judgment.

The debate was adjourned till Monday.

**Anti-Socialist Amendment.**

In connection with Mr. Winston Churchill's letter it is noteworthy that a parliamentary industrial group has given notice of an amendment to the Address, saying, that as an overwhelming majority of members were returned definitely pledged against Socialism, it would be a violation of the expressed will of the electorate to place in power a Government which manifestly cannot on its own declared policy effectively carry on the Administration.

## M. POINCARE ON FRENCH AIMS.

#### HOW GERMAN LOAN SHOULD BE APPLIED.

Paris, January 18.

After M. Poincare had lengthily reviewed France's foreign Policy, the Chamber passed a vote of confidence in the Government by 415 to 151. In the course of a statement M. Poincare said France rightly rejected the frequent British proposals for a revision of the German debt, which was not accompanied by any offer of compensation in respect of France's debts to her. Referring to the means to apply the possible recommendations of the experts committee M. Poincare suggested that reparations payments might be obtained by Inter-Allied companies. France was willing to agree to a portion of the prospective German loan being devoted to restoration of German finances, but the bulk must be handed over as reparations.

(Continued on Page 7.)

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## EARLIER SPECIAL CABLES.

(United Press Service to the "Telegraph").

### THE SHENANDOAH.

Washington, Jan. 18.

The Polar expedition by the airship Shenandoah is declared assured, since it has proved entirely airworthy. Preparations are proceeding.

### PHILIPPINE INDEPENDENCE.

Washington, Jan. 18.

Senator Lad has proposed a resolution demanding the investigation of Gov.-Gen. Wood's administration in the Philippines.

### CHINESE COMMERCE.

Peking, Jan. 18.

Dr. Schurman, addressing the American Association, declared that what had been done at Canton would possibly be necessary at Chekiang and in other provinces where the cigarette tax threatens trade. The Powers, he said, would present a united front. Peking, however, was powerless in many provinces. He declared that the disintegration of China was widely evident.

### HOME POLITICS.

London, Jan. 18.

Only a few Commoners last night were aware of the issue of Mr. Churchill's manifesto, which fluttered political circles where the content became known. Sympathisers with Mr. Churchill's viewpoint considered his eleventh hour intervention too late to affect Liberal waverers, as the Liberal members of the House generally are undoubtedly delighted with Mr. Asquith's speech, and the Labourites still anticipate an Opposition majority of at least seventy on Monday night. The whips of all the parties warned members not to leave London this week-end, as the railway strike, which is now regarded as inevitable, may prevent their returning in time for the division.—*Reuter.*

Later.

In the House of Commons, the Labour member Mr. Thomas resumed the debate on the Address before a thin house. He said that the Labour Party did not regret, and were not going to apologise for their association with Internationalists. Labour, he added, was resolved to spare no effort to give the world and civilisation a common organisation which would bring people together, and enable them to understand each other. The more they understood each other the more difficult it would be for other people to plunge them into war. (Loud Labour cheers). He declared that British prestige was never lowered so much as it was to-day.—*Reuter.*

### MEXICAN REBELS.

Tampico, Jan. 18.

The rebel gunboats here and at Saragoza yesterday sent four shells into a suburb of Varadero, on the left bank of the Parnuco river, destroying several Chinese houses. The number of casualties is not known. Shore batteries forced the warships to retire out of range.—*Reuter's American Service.*

Santa Fe, Jan. 18.

At the request of Secretary Hughes, New Mexico has granted Mexican federal troops permission to pass through the state to the Texas border.—*Reuter's American Service.*

### HEAVY GALES AT SEA.

London, Jan. 18.

Blackwall advices state that the Dutch s.s. Holendrecht, which was beached after a collision with the steamer Corea was refloated, and docked. North Foreland news state that the s.s. Clan Kennedy is badly ashore on Sizewell Bank, and is bumping badly. The main engine is broken, but prospects of salvage are good, provided the weather moderates. It is understood she is insured for £59,500. She was loaded with nickel ore from Pagumene for Glasgow and copra from Papeete for Hamburg. Her cargo was discharged at Rotterdam and Hamburg.—*Reuter.*

### ITALY AND JUGO-SLAVIA.

Rome, Jan. 18.

It is semi-officially stated that the Italo-Jugo-Slav agreement regarding Fiume will shortly be signed at Rome. It does not comprise the cession of any Adriatic islands, nor rectification of the Julian frontier. The agreement will be followed by a treaty of friendship, "of a nature such as not to cause alarm in any other country."—*Reuter.*

### EGYPTIAN POLITICS.

Cairo, Jan. 18.

The Cabinet has resigned. The King has requested the Premier to continue until His Majesty has returned from his visit to the Suez Canal, on the 25th inst., when he will undoubtedly summon Zaghlul Pasha.—*Reuter.*


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### HOME RAILWAY STRIKE.

London, Jan. 18.

An important circular issued by the N.U.R. this morning and signed by Mr. Thomas Champ, declares that it is incumbent upon all members of the union to realise that the honour and prestige of the union is at stake. Any member ceasing work is a blackleg to the signature of his accredited representatives, and a traitor to the decision of the special general meeting. The circular appeals to members to be loyal to the union and the great causes of Trade-Unionism and Collective Bargaining.—*Reuter.*

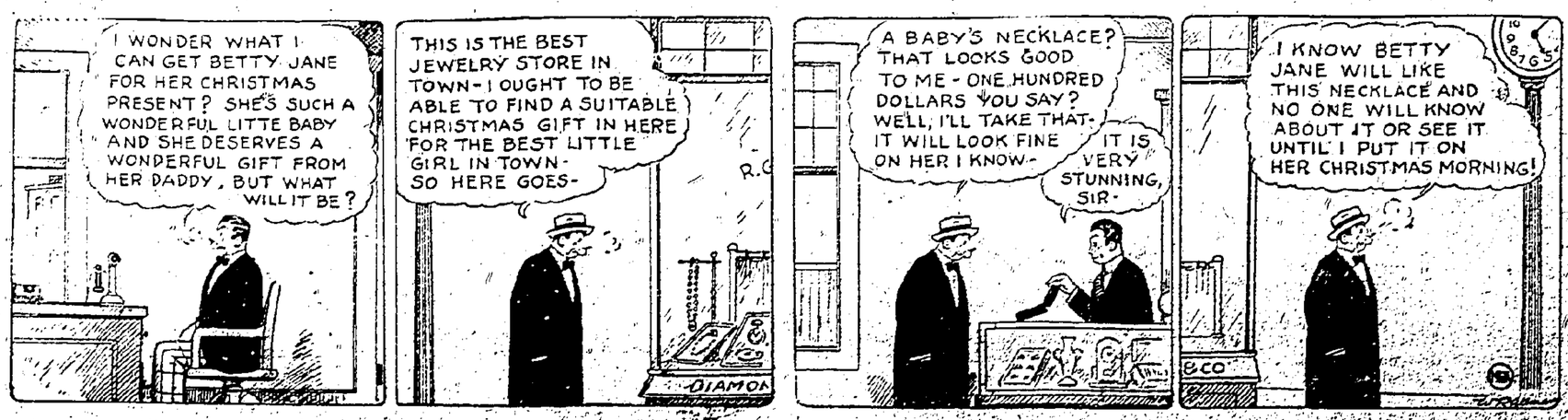
### STATUE OF GEN. MAUDE.

There was glorious weather a Baghdad on December 3rd fo the ceremony of unveiling th statue of General Maude by th High Commissioner, Sir Henr Dobbs, in the presence of Kin Feisal, the principal British an Arab officials, Army officers, an civilians. A large crowd o Baghdadis assembled to do honou to the conqueror of the Turks an the liberator of Iraq.

DOINGS OF THE DUFFS

Tom Thinks of Someone

BY ALLMAN





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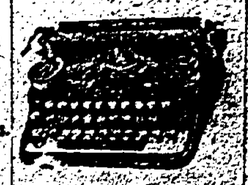

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KOOWLOON HOTEL DEPOT.



HONGKONG HARDWARE CO.

"TAI LEE CHAN."

— ESTD 1884 —

METAL GOODS and HARDWARE.

Te No. C.1993. 119 Jervois Street.



HAWTHORNE & PEARSON.

GREAT SALE

SATURDAY, January, 19th, to 23rd. inclusive

ALL OUR STOCK OF WOOLLEN SUITINGS TO BE CLEARED AT COST.

AN EXCEPTIONAL OFFER.

Owing to the lateness of the season and the mild Weather, we are offering to the public a very large selection of

WOOLLEN SUITINGS AT COST.

OVE COATS. TRAVELLING RUGS, etc., etc.
RAINCOATS.

STOCK MUST BE CLEARED.

SPECIAL SALE

19th to 23rd JANUARY.

MADELEINE PEARSON.

GREAT REDUCTION ON ALL OUR STOCK.

SPORTS COATS
SPORTS DRESSES
SPORTS HATS
COATS FROCKS
LONG COATS
EVENING & AFTERNOON GOWNS
HATS
GLOVES
VEILS
SILK JUMPERS

2, Ice House Street. Next Door to Cafe Wiseman.



"SCIENCE OBTAINS TRIUMPH."

The discovery points out the way, that Asthenopia is dependent on the hyperme ropic structure of the eye. The only remedy is to pre cribe a pair of suitable glasses by one of our expert optometrists.

NATIONAL OPTICAL Co., Ltd.

GRADUATE OPTICIANS.

50, Queen's Road Central.



Blenosan CAPSULES

THE NEW CAPSULE.

European doctors know the value of Blenosan Capsules, and have prescribed them continually to their patients for a great number of years.

BLENOSAN CAPSULES

(Santal Oil & Kava Kava)

provide immediate relief from pain and stricture and are a certain cure in about 48 hours. Blenosan Capsules are superior to all other, and are made in a model laboratory to preserve the most hygienic principles.

To be obtained of all chemists and stores throughout China and the East and from the stockist. Flechine, & Co., Ltd. Colonia Dispensary, Edward Dispensary, A. S. Watson & Co. Ask for Ferber's Blenosan Capsules and refuse substitutes.

Sole manufacturers, ROBERT FERBER LTD

11 Leyland Rd., London S.E. 12.



Tea

Tinned food is preserved by heat; meat by freezing. But to preserve tea in perfect condition it must be protected from air and extremes of temperature.

Vacuum packing is the only way of doing this. Brooke Bond tea is vacuum packed. It retains indefinitely all its original freshness and flavour whatever the climate.

Insist on having Brooke Bond, the only vacuum packed tea.

Brooke Bond gives you better value for your money than ordinary tea, and costs no more.

Red Label—Best quality.

Brooke Bond India Ltd.

P.O. Box 187, Calcutta.

Hong Kong Agents,
Mitchell Bros. & Co., Hong Kong.


## COMPANY REPORTS.

### THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

The thirty-fifth report of the Board of Directors of the Hongkong Land Investment and Agency Co., Ltd., to the general meeting of shareholders to be held at 11.15 a.m., on Monday, 28th January, states:

The net profits for the year, after providing for all Directors' and Auditors' fees, amount to $4,034,186.38 which with the amount brought forward from last year $3,231,700.49 gives an amount available for division of $7,265,886.87.

From this amount an interim dividend of $6.00 per share on 50,000 shares ($300,000.00) has already been paid, leaving a balance of $6,965,886.87 available for appropriation which it is proposed to deal with as follows:

| | |
|---|---|
| To pay a final dividend of $1.50 per share to old shareholders (Nos. 40,001-240,000) | $ 300,000.00 |
| To pay a bonus of $2.00 per share to old shareholders (Nos. 40,001-240,000) | 400,000.00 |
| To pay a dividend of $2.50 per share to new shareholders (Nos. 1-40,000) | 100,000.00 |
| To pay a bonus to staff | 8,000.00 |
| To place to reserve account | 6,000,000.00 |
| To carry forward to a new Profit and Loss account | 157,886.87 |
| | $6,965,886.87 |

Directors: Mr. Hector Sassoon having resigned Mr. A. S. Gubbay was invited to fill the vacancy. Revd. Father L. Robert was elected as an additional Director. These appointments now require confirmation. Mr. H. P. White and Sir Robert Ho Tung now retire by rotation and being eligible offer themselves for re-election.

Auditors: The accounts have been audited by Messrs. H. Percy Smith and C. Bernard Brown, who now retire, and Messrs. Percy Smith, Seth and Fleming and Linstead and Davis offer themselves for election.

D. G. M. BERNARD,
Chairman.


IF YOU WISH TO SEE SOMETHING ELSE THAN HEAVY and DARK DRAMA

YOUR WORRIES WILL BE CUT DOWN BY 50%

ALSO "THIS WAY OUT"

A COMEDY THAT WILL SHOW YOU ABOUT A THEATRE THAN YOU EVER SAW ON THE SCREEN

COME to the WORLD

MERMAID COMEDY THAT IS FUNNIER THAN A DUCK ON SKATES.

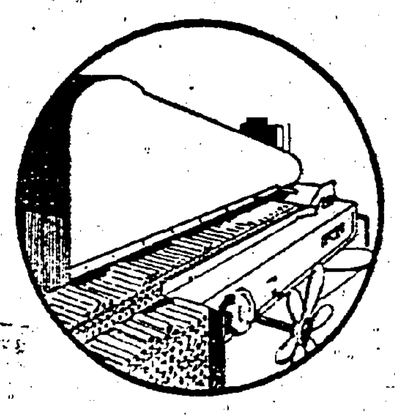
COME and LAUGH YOUR WORRIES AWAY

AND ENJOY WITH US THE LIGHT COMEDY THAT WE ARE SO PROUD TO PRESENT

"SO LONG LETTY"



HYGIENIC MACHINE-MADE Cigarettes



OBVIOUSLY MACHINE-MADE CIGARETTES are more HYGIENIC and more CONSISTENTLY WELL MADE than those made by any other process.

In the manufacturing of "CAPSTAN" Cigarettes for instance,

POINT No 1

Pure dust-free tobacco leaf is fed to Modern Machines in Model Factories and no soiled human hand comes into contact with the cigarette during the process of manufacture.....

POINT No 2

Machine-Made Cigarettes are uniformly well made. Each paper receives its proper quota of tobacco leaf and is rolled to the correct degree of "tightness". This Uniformity is impossible to attain under any other process

"CAPSTAN"

THE COOL HYGIENIC SMOKE

ASK THE MAN WHO KNOWS!

This advertisement is issued by the British-American Tobacco Co. (China), Ltd.


### THE HONGKONG LAND RECLAMATION CO., LTD.

The twenty-second report of the Board of Directors of the Hongkong Land Reclamation Co., Ld., to the general meeting of shareholders to be held at 11 a.m. on Monday, 28th January, states:

The net profits for the year, after writing off all Directors' and Auditors' fees, amount to $356,152.18, which with $172,978.57 brought forward from last account gives an amount available for distribution of $529,130.75. It is now proposed to pay a dividend of 7% on the paid up Capital ..... $ 65,625.00
A bonus of $10.00 per share ..... 125,000.00
And to carry forward the balance ..... 338,505.75
$ 529,130.75

Directors: Mr. Hector Sassoon having resigned Mr. A. S. Gubbay was invited to fill the vacancy. This appointment now requires confirmation. Mr. A. S. Gubbay and Sir Robert Ho Tung now retire by rotation and being eligible offer themselves for re-election.

Auditors: The accounts have been audited by Messrs. H. Percy Smith and C. Bernard Brown, who now retire, and Messrs. Percy Smith, Seth and Fleming and Linstead and Davis offer themselves for election.

D. G. M. BERNARD,
Chairman.

# NEW ADVERTISEMENTS.

## PREPAID ADVERTISEMENTS

25 WORDS—

{ $1.00 for 3 insertions
{ $1.50 if not prepaid

State if Box No; is required

FOR full particulars regarding our service and advertising, and for free complimentary copy of our monthly, telephone extension 4306 Hongkong. International Trade Developer, Ltc.

## WANTED.

WANTED.—Immediately a reliable European Book-Keeper and general office assistant Reply with testimonials to Box No. 1048 c/o "Hongkong Telegraph".

WANTED. Position wanted by a Book-keeper with 4 years experience. Willing to start with a moderate salary. Apply Box No. 1051 c/o. "Hongkong Telegraph."

## TO BE LET.

TO LET OR FOR SALE.—5 Peace Avenue, Homuntin. Immediate possession. Rent moderate. Apply Box No. 1049, c/o. "Hongkong Telegraph."

NICELY furnished Room to let on the Peak with or without board—Suitable for bachelor. Apply Box No. 1052 c/o. "Hongkong Telegraph."

TO LET. Furnished house, from 23rd February for 9 months. "Overbays", six roomed house between Deep Water and Repulse Bays. Rent $350.—Apply A. H. Compton c/o Messrs. David Sassoon & Co. Ltd.

TO LET.—Bright Large Office Rooms 1st. floor, No. 10. Des Vœux Road, Central. Hall, Law & Co.. Apply to Des Vœux Road, Central, Telephone No. 3217.

TO LET.—at TAIPO, N. T. from 16th. April for Six Months WHITE COTTAGE and ANNEXE, fully, furnished. Apply Direct, W. E. CLARKE. Taipo.

## FOR SALE.

FOR SALE—Matshed with Garage at Castle Peak. 4 Dressing Rooms. Large Verandah. Solid Pine Flooring. Owner leaving Colony. Apply to Box. No. 1046 c/o "Hongkong Telegraph".

FOR SALE:—"CARL ZEISS" Field Glasses, Microscopes, and Surveying Instruments. Carlowitz & Co., Bank of China Building, 'Phone C. 873.

**THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LTD.**

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND FOURTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company No. 4a, Des Vœux Road, on FRIDAY, 1st. February 1924, at 12 O'Clock NOON for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from Saturday 19th January to Friday 1st February 1924, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary.

Hongkong, 9th January 1924.

**EX-ACTIVE SERVICE MEN'S ASSOCIATION.**

(1914—1918.)

THE Quarterly General Meeting of the above Association will be held at the Club Rooms on Tuesday, January 22nd., at 5.30 p.m.

ALL MEMBERS ARE REQUESTED TO ATTEND.

Hongkong, Jan. 18th. 1924.

**GAMBLING VS. INSURANCE.**

IF you gamble, you are most likely to lose in the long run; but if you have an Insurance Policy, its minimum value is guaranteed from the outset.

If you **must** gamble, cover your possible loss by life insurance. It is only fair to your dependents.

Particulars on application.

THE SUN LIFE ASSURANCE CO. OF CANADA.
15, Queen's Road Central, Hongkong.
F. M. Weller, Manager.

**YOUNG MEN'S ISLAMIC SOCIETY**

THE Committee and Members of the Young Men's Islamic Society request the pleasure of the attendance of the Muslim Communtty at the Opening Ceremony of the Society's permisses at No. 2 Percival Street, on Sunday January 20th 1924, at 10.30 a.m., and at a Maulood Sharif in the Mujid on the same day at 8.30 p.m.

ALL MUSLIMS ARE INVITED.

Hongkong, 19th. Jan. 1924.

**C. E. WARREN & CO., LTD**

Sanitary Engineers, Monumentalists, etc.

Offices & Godowns. } 98A, Wanchai Road, Hongkong.

Tel. No. 269

All kinds of Builders Requisites in Stock.

Soil & Vent Pipes; Rainwater Pipes.

Floor & Wall Tiles Baths, Basins, bath Room Fittings, Water Heaters for Gas Oil or Coal Fuel. Also a Few Chip Heaters.

Open & Closed Grates-Cooking Ranges.

ESTIMATES FREE FOR ALL SANITARY INSTALLATIONS — HOT WATER SYSTEMS. &c.

General Repairs Promptly Attended to Specialists in Monumental Work-Cut in Italian Marble or Hongkong Granite.

Just Received a Shihment of Italian Marble Floor Tiles-Prices on Application.

A Large stock of Artificial Wreaths in all Sizes.

NOTICE TO CONSIGNEES.

**N. Y. K. LINE.**

(NIPPON YUSEN KAISHA).

From EUROPE & STRAITS.

The Steamship.
"MATSUYE MARU."
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their pm. within the free storage Period.

Goods not cleared by the 25th January 1924, will be subject to rent.

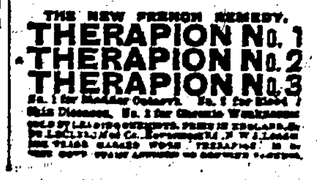
Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives on any Tuesdays & Fridays, at 2.30 p.m. within the free storage Period.

All claims must be presented within ten days of the steamer's arrival here, after which date they will not be recognized.

No claims will be admitted after the goods have left the Godowns.

No fire insurance has been effected.

NIPPON YUSEN KAISHA,
Hongkong, 18th. Dec., 1913.




# RADIO FANS!

We have just received a limited supply of small electric soldering irons, just the thing for your hook-up work at home.

100 Volts only. Suitable for Kowloon Supply.

Complete with Cord and Supply of best quality solder.

**$7.50 each.**

Let us be your Radio Doctor. You will be saving time and money by getting expert advice in the first place.

WE ARE SPECIALISTS IN:
SHIP INSTALLATIONS.
BROADCAST RECEIVERS.
RADIO ACCESSORIES OF ALL KINDS.

Broadcasting Nightly
8.30 p.m. to 10 p.m.

3rd Floor
Alexandra Buildings,
Hongkong.

**RADIO COMMUNICATION CO. (ORIENT) LIMITED.**

P. O. Box 306.

Kowloon 608 Central 766.

Telegrams: "Broadcast," Hongkong.

**THE BANK OF EAST ASIA, LIMITED.**

NOTICE is hereby given that the FIFTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the Registered Office of the Company No. 10, Des Vœux Road Central, at 3.00 p.m., Saturday February the 2nd 1924, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1923.

The Transfer Books of the Company will be closed from Monday, 21st January to Saturday, 2nd February 1924, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors.
KAN TONG PO,
Chief Manager.

Hongkong, 15th January, 1924.

**BRITISH EMPIRE EXHIBITION.**

THE HONGKONG & WHAMPOA DOCK CO., LTD.

MODELS constructed by this Company which are shortly to be despatched to the British Empire Exhibition, will be on view at the Kowloon Docks to the public, on Wednesday the 16th instant, and daily thereafter until Wednesday, the 23rd inst., between the hours of 9.30 a.m. and 5 p.m.

A launch will leave Blake Pier for Kowloon Docks daily at 9.30 a.m. 10.30 a.m. 11.30 a.m, 2.30 p.m. 3.30 p.m. and 4.30 p.m. and return to Hongkong at 10.15 a.m. 11.15 a.m. 1.00 p.m. 3.15 p.m. and 5.30 p.m.

By Order,
R. M. DYER,
Chief Manager.

Kowloon Docks.

Hongkong, 15th. Jan., 1924.

**COLONIAL HAIR-DRESSING SALOON**

13 Ice House Street

High Class Barbers-Sanitary & up-to-date Saloon

Filipins and Japanese barbers.

Popular Prices.

**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.**

NOTICE IS HEREBY GIVEN that the THIRTY SIXTH ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. Jardine Matheson & Co., Ltd. on MONDAY, 28th. January 1924 at 11.15 o'clock in the forenoon for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year eneing 31st. December 1923.

The REGISTER of SHARES of the Company will be CLOSED from Friday 18th. January to Monday 28th. January, both days inclusive, during which period no transfer of shares can be registered.

By Order of the Board of Directors.
L. S. GREENHILL,
Acting Secretary.

Hongkong, 11th. Jan, 1924.

**THE HONGKONG LAND RECLAMATION CO., LTD.**

NOTICE IS HEREBY GIVEN that the TWENTY THIRD ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. Jardine Matheson & Co., Ltd., on MONDAY 28th January 1924 at 11 o'clock in the forenoon for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December 1923.

The REGISTER of SHARES of the Company will be CLOSED from Friday 18th January to Monday 28th January, both days inclusive, during which period no transfer of Shares can be registered.

By Orders of the Board of Directors,
L. S. GREENHILL,
Acting Secretary.

Hongkong 11th Jan. 1924.

**T. NAKAO**

Japanese Shoe Expert.
TORTOISE SHELL BOXES and CASES A SPECIALTY.

Astor House Hotel Building.
Queen's Road Central.

**MASSAGE HALL**

MRS. S. UZUNOYE,
Expert Masseuse
87 Queen's Road Central
2nd. Floor

RADIO—MAGNAVOX Loud Speakers and Amplifiers. Batteries, Insulators, Crystals, Aerial Wires, and all other parts.
DE SOUSA & CO., LTD.,
St. George's Bldg, 2nd Floor.
Tel. No. Central 1264.

# FORTHCOMING AUCTION SALES.

**HUGHES & HOUGH LIMITED.**

GENERAL AUCTIONEERS, IMPORTERS, EXPORTERS & GENERAL BROKERS.

The Undersigned have received instructions to sell by Public Auction (for Account of the Concerned),

on TUESDAY,
the 22nd January, 1924, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,

**Valuable Teakwood and Blackwood Furniture, and Household Sundries, &c., &c., &c.**

Comprising:

Dining Suites, Chesterfield Sofas, Arm-chairs (new), Tea Tables, Teakwood Beds, large and small Wardrobes, Dressing Tables and Chairs, Washstands, &c., Sideboards, Dinner Waggons, Dinner Sets, and Glass Ware, Cutlery, Carpets and Rugs, Electro-plated Ware, Electric Reading Lamps, Teakwood Screens, Blackwood Teapoys, Marble-top Flower Stands, Side Tables and Cabinets, &c., &c.

Also

2 Indian Carpets (new), 2 Persian Carpets (new), 1 Victrola with Cabinet and 1 Piano Player. (Full Particulars from Catalogue).

Terms:—Cash on delivery.

HUGHES & HOUGH, LTD.,
Auctioneers.

Hongkong, 17th Jan., 1924.

**Lammert Bros.**

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

**Monday, the 28th. Jan. 1924.**

commencing at
10.30 a.m. and 2.00 p.m.
at G down No 18, The Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon

**A Large Quantity of Miscellaneous Goods**

comprising:—

Round, Flat & Square Bars, Angle Iron, Joists, Bar Ends, Galvanized Wire, Flour, Planks, Old Newspapers, Sulphate of Ammonia, Cassia, etc., etc.

**also**

50 Cases Chinese Wine,
51 Cases Stout,
24 Cases Provisions,
29 Packages Sewing Machines,
48 Cases Matches,
5 Bales Cotton Canvas,
482 Rolls Congoleum,
10 Cases Shoe Wire,
10 Cases Shoe Nails,

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

**Friday, the 25th Jan. 1924.**

commencing at **2.30 p.m.**
at their Sales Room, Duddell Street.

**A Fine Collection of Chinese Curios**

including:—

Five coloured, Red and White, Blue & White Porcelain of the Ming, Kanghai, Yung Ching, Kienlung and Towkwany Periods
Jado, Crystal, Agate and Carved Ivory Ware
Fine Lacquered Ware
One Very Fine Blue & White (Kanghai)
On View from Thursday the 24th. January 1924
Catalogues will be issued
Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

DO NOT MISS—
**ROCHA'S**
POPULAR AUCTION SALES
**Every Tuesday Thursday & Saturday**
**At 2.30 p.m.**
Specialist is the Valuation of Household and Office Furniture
**DA ROCHA'S MART**
2A, D'Aguilar St. Phone 2931

Business Success is built upon
**CONFIDENCE**

The Public has faith in
**THE CORONET**
because we try not to make overstatements in our advertising.

It is hard, however, to be modest about a picture like

# QUINCY ADAMS SAWYER

It has a wonderful cast, a splendid story, lashings of real humour, a big fight, and a punch to finish up with.

**THE CORONET**

# WORLD

THE TALK OF HONGKONG

CHRISTIE'S BRIGHTEST

COMEDY

# "SO LONG! LETTY!"

IT'S A WHIZ OF EFFERVESCENT LAUGHS.

WE have just received a special shipment of—

LADIES & GENTLEMENS

**SIGNET RINGS**

Also:—

**SLAVE BANGLES**

All solid gold English Hallmarked.

Inspection Invited.

69, Queen's Road Central.
**SHERIFF BROS.**

**MASSAGE**

**Mr. N. AKAJI**
**Mrs. E. AKAJI**
Graduate of Tokyo massage School
No. 8 Queen's Rd. C. Phone C.4385

**ROYAL HONGKONG YACHT CLUB.**

**Week-End Cruise to Hang Hau.**

THE Start will be from the Yacht Club.
All classes start together at 2.45 p.m.

By Order,
H. S. ROUSE,
Hon. Sailing Secretary.

**PRESCRIPTIONS —**

when the doctor prescribes he expects the druggist to fill the prescription with pure drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the doctor's prescription filled here and the result will be satisfactory.

**The Pharmacy.**

The Red Bldg Opposite Ice House St.

---

**FOOK WENG & CO.**

Astor House Buildings. Manufacturer of

**Swatow Drawn Work & Embroideries,**

Dealers in all kinds of Silk goods of the best quality, Manderin Costumes, Antique China and Curios, Etc., Etc.

**CHEAP SALE**

The opportunity occupies 25 days only.

**15th. December, 1923 — to — 8th. January, 1924.**

---

Tel. Ctl. 654 **HOP CHEONG** 55, Queen's Road, Central.

**COMPLETE HOUSE FURNISHERS**

DEALERS IN

**SWATOW DRAWN AND LACE WORK**

EMBROIDERIES, OLD MANDARIN COATS, SILK, ETC., ETC.

LARGE CONSIGNMENT JUST UNPACKED. INSPECTION CORDIALLY INVITED.

---

**MORISON PIANOS.**

Specially built for this Climate,

Cash or easy payments.

**TSANG FOOK PIANO CO.,**

Telephone 2127. 94a, Wanchai Road.

---

A permanent roofing at a price competitive with corrugated iron.

**"ITALIT"**

The perfected red and grey corrugated - - - - cement — asbestos - - - - -

**ROOFING**

The Inspecting Engineer to the Crown - - - Agents for the Colonies - - -

has conducted an interesting and conclusive series of tests on "ITALIT" and a copy of his report, together with full particulars of "ITALIT," will be forwarded post free on request.

*"ITALIT" provides the maximum in durability and safety at a minimum cost.*

Delivered or fixed in any quantity anywhere.

*Just ask for a copy of the "ITALIT" Booklet.*

STOCK CARRIED BY—

**SHEWAN TOMES & CO.**

HONGKONG & CANTON SOLE AGENTS

---

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND ELECTRIC WELDERS.
MECHANICAL AND ELECTRICAL ENGINEERS.

**TAIKOO DOCKYARD & ENGINEERING COMPANY OF HONGKONG, LIMITED.**

—DRY DOCK—
LENGTH 787 FEET.
LENGTH ON BLOCKS 750 FEET
DEPTH ON CENTRE OF SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—
CAPABLE OF HANDLING SHIPS UP TO 3000 TONS DISPLACEMENT.
ELECTRIC CRANE AT SEA WALL CAPABLE OF LIFTING 100 TONS AT 70 FEET RADIUS.

TEL. ADDRESS,—"TAIKOODOCK" HONGKONG.
TELEPHONE No. 200.
CALL FLAG: "C" OVER "ANS. PENNANT."

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.)
AGENTS.

---

**GECOPHONE**

WIRELESS ACCESSORIES

VALVES
VALVE HOLDERS
VARIOMETERS
CONDENSERS
H. F. TRANSFORMERS
INTERVALVE TRANSFORMERS
BURNDEPT COILS
FILAMENT RESISTANCES
ACCUMULATORS
H. T. BATTERIES ETC.

**ALL BRITISH**

ASK FOR

**LIST B.C. 2984**

THE **G. E. C.** OF CHINA, LTD.

PHONE 518

QUEEN'S BUILDINGS HONGKONG.

---

**NEW PRICES**

FOR

**THE NEW-PROCESS RRCORDS**

COLUMBIA DARK BLUE LABEL
**Ten inch. $1.60**
COLUMBIA DARK BLUE LABEL
**Twelve inch. $2.50**
REGAL - - - **Ten inch. $1.25**

AT

**ANDERSON'S**

---

**PIMPLY OR SALLOW SKIN**

is most often due to liver and bowel inertia. To gently stimulate the liver and dispel constipation there is nothing better than

**PINKETTES**

Bilious attacks vanish, headaches disappear, the breath becomes pure and the skin clear with the aid of Pinkettes. Of chemists, or port free, 60 cents per vial, from Dr. Williams' Medicine Co., 60 Kiangse Road, Shanghai.

---

**WHITEAWAY'S SALE**

— BARGAINS IN WOOLLIE'S —

THE **"HAWICK"**

**CASHMERE - SWEATER**

A beautiful soft, light weight sweater coat. Just right for slipping on under a coat at the present Season.

In grey, Fawn and Camel Shades. All sizes.

SALE PRICES

$6.50 $7.50 $8.50

each.

DO NOT MISS THIS BARGAIN.

**WOOLLEN MUFFLERS**

Real Jaeger fleecy wool mufflers, in white, camel or grey.

$3.75 to $4.75

**The "SUTTON"**

Wool felt hat a smart hat in Grey, Brown or Fawn, a good useful hat for serviceable wear.

SPECIAL SALE

Price **$5.50** each.

**WHITEAWAY'S SALE**

---

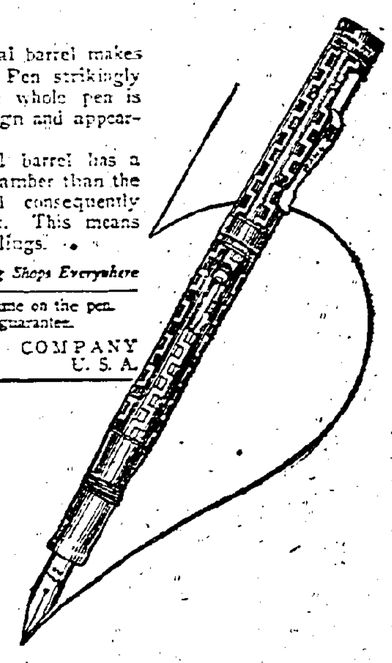
THE all-metal barrel makes the Wahl Pen strikingly beautiful. The whole pen is uniform in design and appearance.

The all-metal barrel has a larger inside chamber than the usual pen and consequently holds more ink. This means less frequent fillings.

*For Sale at Leading Shops Everywhere*

Look for the name on the pen. It is your guarantee.

THE WAHL COMPANY
New York U. S. A.



***WAHL PEN***

*Companion to*

***EVERSHARP***



**The Hongkong Telegraph**

Published Daily

HEAD OFFICE. 11, Ice House Street

TEL. No. 1. Cable add. "TELEGRAPH"

Subscription **$36.00** per year.

Correspondence intended for publication must bear the name and address of the writer.

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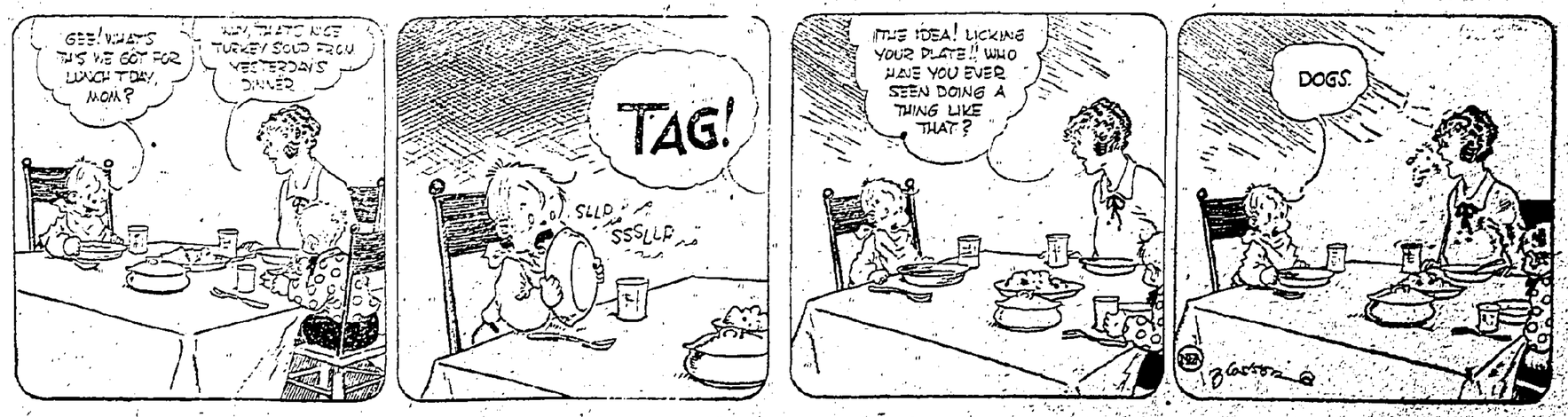

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DEATH.

BANKER.—On 19th. January, at his residence, No. 11, Hankow Road, Kowloon, George Banker; aged 55 years. Funeral passes the Monument at 4.30 p.m. on Sunday. (Shanghai papers please copy).

The Telegraph.

HONGKONG, 19th Jan., 1924.

## CONQUEST OF THE AIR.

When first men learned how to fly in machines that met with a measure of success it was termed the conquest of the air. Thus mankind, out of its conceit, described its partial achievements. Yet despite greater advances in the art of flying, the atmosphere remains unconquered, and every now and again Nature asserts her power. The sea is the same. We can, in fact, never be sure of the elements, but it is to our credit that we continue to battle against their adverse moods, and our successes exceed our failures. The involuntary cruise of the giant American dirigible Shenandoah marks a big step forward in aerial travel by lighter-than-air vehicles. A few years ago, despite the achievements of Zeppelins, the general opinion was against gas-filled airships, and the unfortunate end of the French dirigible Dixmude, the other day, seemed a case in point, particularly as the Dixmude had previously broken the world's record for continuous flight over practically the same route where she met with mishap. The difference between that case and the feat of the Shenandoah, excluding the element of chance, is probably in the lifting agent—the American vessel having helium in its envelopes, a non-inflammable gas which will, in time, entirely displace hydrogen. The severe test which the Shenandoah has passed through might well prove the turning-point in airship construction and travel.

This huge American dirigible is to make a flight from the New World to the Old by a short-cut across the Arctic. Permanent ice and land-barriers have prevented men from doing this journey by other means, but now there is only the atmosphere to be considered, and failure seems well-nigh impossible. An added thrill is lent to the contemplation of this pioneer flight by the possibility of a "lost land," with inhabitants of Scandinavian stock, being discovered. Maybe that is merely a tale originating in someone's fertile imagination; but nevertheless new discoveries of some kind or other are quite likely. The main consideration will be the likelihood of a new, quick travel-service being inaugurated, and for this reason alone the coming cruise of the Shenandoah will be awaited with the greatest interest by the whole world.

## Peaceful Penetration.

Something akin to a process of "peaceful penetration" has been going on in Hongkong for some time past now, as a result of which wealthy Chinese are gradually getting control of important interests. The unrest in the adjacent province, coupled with the fact that many ex-officials with plenty of money have settled in Hongkong, has resulted in very large investments being made both in property and shares. Rich Chinese have been able to buy up big areas of land, as well as blocks of buildings, thus getting a very considerable stake in the Colony, in addition to which they have been large buyers of shares in local industrial companies, in many of which they predominate amongst the owners of stock. It would be interesting to know what percentage of privately-owned property is owned by Chinese, and also what ratio of interest they have as shareholders in other than banking companies locally. The figures would probably be something in the nature of an eye-opener. The development, we suppose, is inevitable, and it certainly has been materially assisted by the fact that ex-officials, with funds which may or may not have been honestly come by, realise that to find this Colony is a safe refuge, where they may invest their money without fear of its being seized or placed in jeopardy. In the last analysis, whatever we may think of the consequences, the circumstances amount to the existence of a strong faith in British security.

## "Via Siberia."

The public will no doubt appreciate the resumption of postal facilities between Hongkong and the United Kingdom via the Siberian route. Apparently, a regular express train now leaves Harbin every week, mails by which close in Shanghai on Mondays. The Hongkong postal authorities notify that those wishing to take advantage of this service, which enables letters to reach London in twenty-five days from Hongkong, should post not later than Mondays or Tuesdays, so as to reach Shanghai on the following Sunday. It is intimated that letters posted later would probably reach their destination quicker by the Suez route. Our Postmaster General is wise in allowing a margin of nearly a week in which to make the Shanghai connection. Even now we are beginning to doubt whether he has made allowance enough. Our own experience is that letters between the two ports often take as long as ten days. Why, we do not profess to know; but such is the fact. We do not know who is to blame, but with big boats running so frequently between the two points it ought to be possible to devise a scheme by which mails are assured more rapid transit.

## SMALL FIRE.

### IN KOWLOON THIS MORNING.

The Kowloon Fire Brigade were called out in the early hours of this morning to a fire at No. 37, Nankin Street, a three-floor brick building used as a restaurant. The outbreak was confined to the kitchen, where it had orignated, and only slight damage was done to the contents of the place before the Brigade put out the flames.

### ANOTHER OUTBREAK.

Damage of the extent of $200 was caused when a restaurant at No. 37, Kan Chung Street, at Shamshuipo, caught fire yesterday. Two coolies were injured in jumping from the cockloft where the fire originated and were removed to hospital. The fire was put out in half an hour. The premises were insured for a sum of $2,500 with the Sincere Company. The cause of the outbreak has not yet been ascertained.

## DAY BY DAY.

SOME TREASURES ARE HEAVY WITH HUMAN TEARS, AS AN ILL-STORED HARVEST WITH UNTIMELY RAIN; AND SOME GOLD IS BRIGHTER IN SUNSHINE THAN IT IS IN SUBSTANCE.—*Ruskin.*

***

We have received two extremely artistic Chinese calendars from the Texas Company.

***

Fourteen Chinese cases of small pox and one British case of diphtheria were notified yesterday.

***

Amongst the passengers who left by the Empress of Russia were Capt. W. Davison, Mr. M. J. Breen and Mr. J. Robertson.

***

It is notified that Mr. Fung Ping-shan has been appointed by the Court of the Hongkong University to be a Life Member of the Court.

***

His Majesty the King has been pleased to approve the appointment of the Hon. R. H. Kotewall to be an Unofficial Member of the Legislative Council.

***

On enquiry this morning, we learn that the condition of Bishop Pozzoni is such that, barring complications, he may be regarded as out of danger.

***

His Excellency the Governor has accepted the resignation by Lieutenant G. M. Dodwell of his Commission in the Hongkong Volunteer Defence Corps.

***

To the list of medical practitioners has been added the name of Dr. Mok Tai-tim, Ho Min Ling Hospital, Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong.

***

For snatching a handbag from Miss Dorothy Haynes while she was walking along Battery Path, Wong Yuen, an unemployed Chinese, was sentenced to 12 months' hard labour and 10 strokes, by Mr. G. N. Orme yesterday.

***

Discovered in the act of hanging himself with a leather belt suspended from the grills of the door of the Yee Fat Yuen godown, in Sand Street, a Chinese, aged 40, was removed to Hospital yesterday. He is believed to be insane.

***

More men arrested in connection with investigations into the recent series of piracies on merchant ships will be charged before the Magistrate on Monday on counts of piracy and possession of articles identified to have been stolen in these outrages.

***

In connection with the recent conflict in Heungshan district between Chu Cheuk-man's forces and those of Admiral Chan Chak, Dr. Sun has relieved the latter of his post and ordered him to come to headquarters to give an explanation. It is, however, doubtful whether he will give up his command.

***

In connection with the installation of the Beckwith Bell, the automatic fog signal at Pak Hong Point, it is of interest to record that although the apparatus only arrived in the Colony on January 7th., it was installed and in working order by the 17th.—Thursday. The making of foundations, the erecting and the charging were all done in the short time of ten days, an accomplishment which reflects great credit on the Harbour Department and the Swedish Trading Company to whom the work was contracted out.

***

Mlle. Lucy de Sheimo, the talented classical dancer, known as "the little Pavlova of the East," arrived here yesterday by the Empress of Russia, accompanied by her father. She is on her way to the Manila Carnival, where special engagements have been booked, and hopes very shortly to give a display here at a special concert, with local artistes, at the City Hall. During her absence of about a year from Hongkong, Mlle. Sheimo has made many appearances in Shanghai, Peking and Tientsin, with great success, and at one special charity performance for the Chinese poor of Shanghai Settlement House she raised a sum of $1,500. She has improved wonderfully as a dancer, and comes here with many new numbers and an astounding variety of new dresses of various periods.

# Bulls and Inners

From the Office Butts.

There is no truth in the story that our Male Voice Choir will in future be known as Collett's Cockarels.

A disappointed yachtsman says Belinda's handicap should receive attention. Too bad!

When we see a billiard player described as a coming cueist, we begin to realise the possibilities of the English language.

Tacchi for touchers.

What about "Movie Star" as a suggested name for one of the new ferry boats?

A Canton contemporary says that "lately many beggers have come to Canton in order to escape the rigors of the cold winter in other provinces." Others are expected later on, to escape the March Settlement.

As things look at present, it is quite on the cards that a Labour Government may frown at the idea of a Cadet being appointed Director of Education.

In view of the possibility of the example of a member of the House of Commons, who arrived at 5 a.m., being emulated by the Hon. Members of the Legislative Council, it is rumoured that the Government intend calling tenders for the supply and/or maintenance of a coffee stall for the comfort of those concerned.

A local statistician has computed that the Peak Tramway Company has posted 393 different notices in the cars relating to alteration in tickets, vouchers etc. since April 1st, 1923.

Separatism means full cream for France.

Just when Japan was shaking down, she has got another shake up.

Chinese wine merchants in future will have to affix a red label when water has been added. A similar danger signal would be invaluable in the case of some whisky.

We have heard it suggested that certain individuals who Lowu-red their dignity last week-end by cussing others forgot they were not back in the Army.

What the President of the St. George's Society forgot to mention in his speech at the Ball:—the Roast Beef of Old England mostly comes from Scotland.

Trade note:—Cabinet makers are busy in Peking.

Since White got White buses, Kowloon transportation seems to have turned the corner, which remains to be seen.

The Cymdeithas Dewi Sant has decided to hold a big dinner on March 1st. Plenty of time for some of our Ice House Street friends to make a corner in leeks.

Prices are coming down in Germany to about three times as much as they should be.

Baron Marks is the new Foreign Minister of Scandinavia. No connection with the German barren marks.

It is a sign of culture when a bus becomes known as a coach.

There will be one more division in the Lawn Bowls League this year.

Still, they seem to settle all disputes amicably enough.

Some men are born bowlers; others, like Lowe, have bowling thrust upon them.

One of our American visitors was overheard to say that this little old burg wasn't big enough for him to engage a taxi and tell the driver to drive him to drink.

The Government should reap a fair amount of revenue from promissory notes in March.

Overheard on the "gin tram":—"Shay, old 'fella" (pointing to "P. T. C." on the Peak tramway grill), "guesh what those letters shtand for?" Silence; then: "Why, Pretty Tight Corner!"

The way they keep on letting rent in Canton, it is better to be a soldier than a landlord.

In future no one will be allowed to leave Canton with more than $50 in twenty-cent pieces. We never thought so much money was left.

In the best circles nowadays at Mah Jongg, the White Dragon is called "Shiney."

After the last meeting of the Board of Education it cannot be said that our popular Director of Education is of a retiring disposition.

The head of the federal rubber commission sent to the Philippines was seriously injured as the result of a fall he sustained during the party's trip in Southern Mindanao. Didn't bounce enough, we presume!

If Henry Ford runs for the Presidency, he should go a long way on a little gas.

The German mark is about as useless as a birthmark these days.

The difference between a classic and a super-production at the cinema is apparently not one of price.

The Mah Jongg League, while not a missionary movement, deprecates the rotten practice of chowing one's opponent.

One wonders why "Anxious Shareholders" in making enquiries do not seek a direct reply from the directors of the companies in which they are interested.

It is reported that the latest New York plays have become so *risque* that theatregoers are ashamed to take their wives to witness them—so they take somebody else's instead.

The Canton Anti-Opium Office announces that it is starting a factory for the manufacture of high-grade opium. Nothing like handing out the dope.

Popular definition:—Trouble—Canton.

The Franconia folk saw a lot of fine lights, but not nearly so many as the knocked-out at the boxing last Saturday.

Despite the complete culinary arrangements on board the Franconia, we saw one dear American visitor going on board with three chow pups.

After seeing De Dear handling his man on Saturday we'd hate to have to go to jail.

Wrigley was good but not snappy enough. Possibly he lacked that spearmint flavour.

Distorted Proverbs:—Two spoons do not make a bowler.

Newspaper Heading: "Kwangtung from Both Sides." Three of them, to be precise.

Lots of Hongkong people will see Empire exhibitions, but not all at Wembley.

Canton would be a fine place if it had fewer troublesome troops.

Why not send some of them out on the road?

A London electrician recovered after falling six storeys. Next time he'll wait for the lift.

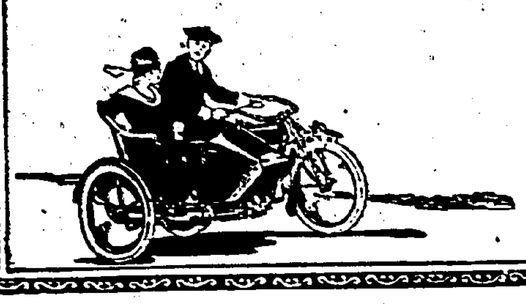
Dempsey says he is willing to fight anybody. If he were living in Ice House Street we could understand it.

In an article headed "Seeing Numbers," a writer in a contemporary says: "It is an interesting fact that mental photography can produce so many variations." Presumably he is referring to spirit photography.

One at least of the Volunteer canteen yarns has made its way into print. Some people can't e'en feel a leg-pull.

A steam hopper has collided with the Katori Maru near Mucking. Looks as if somebody has been mucking things up.

# MOTORING
## SUPPLEMENT

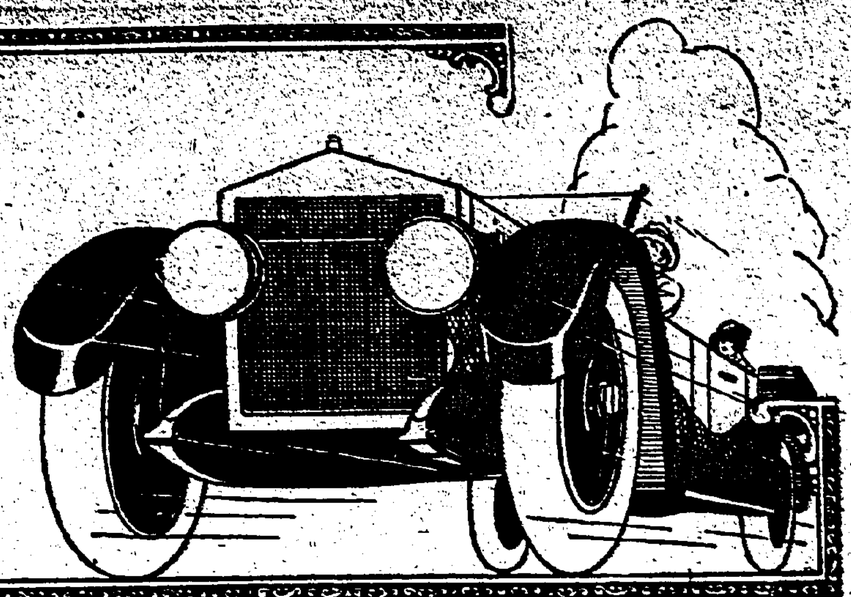


OF

THE HONGKONG TELEGRAPH.

Saturday, the 19th. January, 1924.

*(Being the Official Organ of the Hongkong Automobile Association).*



## LOCAL MOTOR NOTES & NEWS

Building operations are now well in hand on the new garage of the Hongkong Hotel, situated at the junction of Morrison Hill and Stubbs' Road. When completed, this building will be easily the finest of its kind in the Colony, offering to motorists every requirement in the way of service and providing for the Hotel motor department a garage more in keeping with the high place it occupies in the Colony's motoring circles.

• • •

Built of reinforced concrete and being fireproof throughout, the building will consist of a ground floor, with first and second floors, the total floor space being approximately 36,000 sq. ft. This will provide not only room for upwards of 150 cars, but also repair shops and offices. The ground floor, which will be approached by a new 25-ft. road from opposite the Monument, will have storage room for 57 cars, there being petrol and oil tanks, together with washing-down space. It is proposed to keep this floor almost exclusively for the Hotel's own garage cars.

• • •

The first floor will be approached by the same roadway as the ground floor, a 12-ft. ramp running up the side of the building on to the first floor. The whole of this floor will be given over to workshops, and will contain a plating shop, machine shop, vulcanising shop, as well as shops for painters, upholsterers and carpenters. There will be room for 20 cars to be under repair at one time, as well as 12 cars in the paint shop, which will be glass-enclosed to make it free from dust and specially heated to ensure proper drying.

• • •

The second floor will have an entrance off Stubbs' Road and will be used for private storage only, for which there have been some applications already. There will be private lock-up boxes fitted with collapsible iron gates, this ensuring to the private owner the same exclusiveness he would have if he owned his own garage. On the same floor will be provided private workshops where owners will be able to carry out their own repairs. Cars will be parked on either side of a wide central fairway, leaving plenty of room for any one car to draw out without interfering with another. On the same floor will be the general offices, together with a showroom and stores of parts and accessories.

• • •

All cars going to the garage for oil or petrol will fill up under cover of a glass roof projecting from the building and the general convenience and arrangement of the building has been well-studied. From the basement to the roof it will be over 100 ft. high, it is 232 ft. long and its width varies from 48 ft. to 84 ft. Work has been in progress for about two months, and it is estimated that it will take another 18 months to complete. When opened and in full working swing the garage will undoubtedly prove to be one of the most useful in the Colony. It is at an important road junction and all cars proceeding from the city to either the Peak, Repulse Bay or Shaukiwan will pass its doors. So far as the site is concerned it is one which has been admirably chosen and one which is being developed to its fullest possible extent.

• • •

In this issue, we give some interesting details, accompanied by photographs, of the new type of motor bus which is shortly to be introduced into Kowloon. Many residents have already seen one of these magnificent-looking vehicles doing trial runs across the harbour, and on all hands praise has been heard of this modern and thoroughly up-to-date bus. The Kowloon Motor Bus Company, and its manager in particular, are to be complimented on the enterprise shown in endeavouring to give the community a really first-class service. It is certainly time, as Mr. White says, that the whole question of Kowloon transport were taken in hand and placed under proper control. We hope that the appearance of this new type of bus will be a factor towards this desirable end.

• • •

We hear that yet another new type of motor bus is to make its appearance on the road very shortly. This consists of a Dennis chassis with a superstructure built locally and designed to hold twenty-five passengers. The Kai Tack Company, who are importing these machines, have in view the introduction of improvements which will contribute to the comfort of passengers, combined with a larger margin of safety and reliability than is provided by some of the light machines now used.

• • •

Kowloon is certainly going ahead in the matter of motor transportation for passengers. Very shortly, the taxis now plying in Hongkong will be shifted across to the other side of the harbour, for which they were originally intended. They have done splendidly in Hongkong and ought to become just as popular in Kowloon. They serve a very real need, and are especially convenient for small parties of three or four who wish to run to any particular spot together. Mr. A. H. Rowe and the Company of which he is the head have certainly contributed to the travelling facilities of the Colony, and we are glad to see their enterprise so well rewarded.

• • •

The attention of motorists is drawn to the following notification by the Secretary of the Star Ferry Co., Ltd:—"It is dangerous for chauffeurs and/or passengers to remain in cars while the latter are being placed on board or landed from the lighter, and motorists should therefore vacate their cars until the latter are landed on to the Praya."

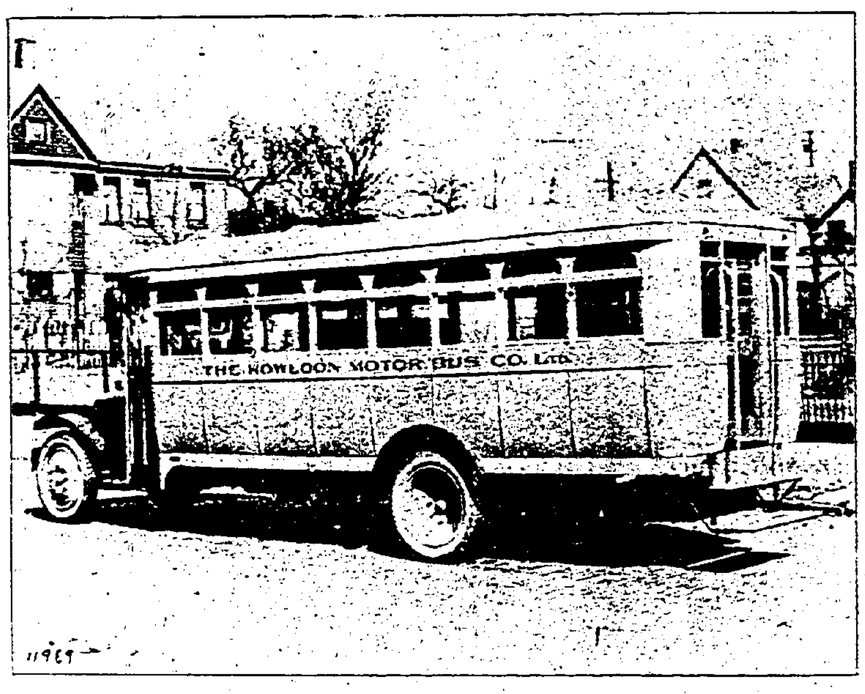
### Big Cycle Show.

Plans for staging the tenth National Motorcycle, Bicycle and Accessory Show at the Broadway Armory Chicago, during the week of February 4th. to 9th. are well under way and point to a record breaking line-up of exhibitors and attendance of the trade. The entire cycling fraternity of the country will hold their conventions in Chicago week of Show and the Motor Cycle Trades of America is arranging an exhibit both interesting and instructive for the dealers. Everything in the cycling line will be exhibited at the Show: Motorcycles, bicycles velocipedes, wire wheel goods, accessories of all kinds etc. This is the first Cycle Show to be held in Chicago since fall of 1921.

## BETTER KOWLOON MOTOR BUSES.

### NEW TYPE OF VEHICLE.

### MOTOR BUS COMPANY'S LATEST ENTERPRISE.




Above is seen a new type of motor bus which will soon be put into operation in Kowloon through the enterprise of Mr. G. E. White, manager of the Kowloon Motor Bus Co. It is a White, Model No. 122, being a 50-P bus chassis, with special enclosed bus body, which has been specially designed by Mr. G. E. White and built by the Brown Body Corporation, of Cleveland, Ohio.

One of these buses has already arrived in the Colony, and those who have seen it are immensely pleased with this latest addition to the means of local travelling facilities, the Company having been heartily congratulated on its enterprise in the matter. Explaining the Company's interest in local traffice matters, Mr. White states that on November 19th last he made the following observations in a report to the Government:—"The Kowloon European residents have been agitating, for sometime past, through their Association and the local papers, for an improvement in passenger transportation services. The service maintained by the Kowloon Motor Bus Company is inadequate inasmuch as there are not enough buses to handle Kowloon's increasing traffic; there is very little distinction between first and third class accomodation and both are very uncomfortable. Further, larger buses should be used in order to handle the Kowloon Ferry traffic and at the same time run to schedule. The New Peninsula Hotel project, the Kowloon tram scheme, new roads and general great building activity now going on in Kowloon all point to the importance and the immediate need of a high-class Public Conveyance Service. For a rapidly growing locality such as Kowloon and the New Territories, this service, in order to be of the greatest utility, should be flexible and mobile, capable of expanding and contracting with great speed in order to avoid the delay always entailed in the laying down of central power stations and steel rails. A high-class motor bus service would meet this demand."

Mr. White informs us that through the courtesies of many firms and private individuals, he has been supplied with data and information regarding the cost, maintenance and efficiency of operating numerous types of buses in all parts of the world. The best results are invariably obtained with buses which have chassis specially designed for bus work. Bearing this in mind, with the weight of other factors thrown in, his Company eventually decided to adopt the White Model 50 passenger bus chassis, which is especially constructed throughout, solely for passenger bus work.

Mr. White says the demand for motor conveyance in Kowloon has already outgrown a light bus service, and he thinks it would be most unreasonable to expect capitalists to lay out money for expensive equipment which would have to compete with that on the roads at the present time. He believes that a better service is only possible with better equipment, and better equipment must be protected against competition.

### CHASSIS SPECIFICATIONS.

The general chassis specifications of this new motor bus are as follow:—

Motor.—50 h.p., 4 cyl. bore 4¼ X 5¾."

Clutch.—Single plate type op. in oil.

Trans.—Select type 4 speed and rev.

Carburretor.—Aspirating type.

Ignition.—Bosch H.T. Magneto.

Lubrication.—Pressure pump and splash.

Cooling.—Rad. and Fan-Centrif. Circu. Pump.

Gasoline tank (35 gal).—Vacuum system.

Steering.—Worm and sector type R.H.D.

Brakes.—Serv. Foot oper. on trans. drm. Emerg. Hand oper. R. Wheel Drm.

Wheelbase.—Standard 198 inches.

Tread.—Front, 58½"; rear 60⅜"

Gear Ratio.—Standard 6.8 to 1

Drive.—Telescopic shaft and 2 universals.

Springs.—Front 41½" long, and rear 60".

Wheels.—Budd Michelan disc steel interch.

Tyres.—36 X 6 single front, dual rear.

Frame.—Pressed steel 34" wide, 70" over brace. Height from ground without load, 28¼"; dash to centre of rear axle, 157"; dash to end of frame 213"; length of chassis overall, 23 feet.

Special equipment supplied on chassis.—Leece-Neville 12 volt lighting system; Leece-Neville 12 volt starting equipment; Westinghouse Ammeter, extra installation; Kellogg No. 241 power take-off tyre pump, American Taxometer Recordograph; Elgin Van-Sicklen speedometer and watch; Bosch Duplex vibrating ignition system; fenders, H-lamps, horn, tools and bumper; Boyce distance type motometer; spare tyre and tube.

The total weight of chassis with full equipment is 5,400 lbs.

### FURTHER DETAILS.

Details of the two-compartment passenger enclosed body, together with general equipment, are as follow:—

Length inside of belt line, 251¼" or 20' 11¼".

Length outside at belt line, 255¼" or 21' 3¼".

Width inside at belt line, 80" or 6' 8".

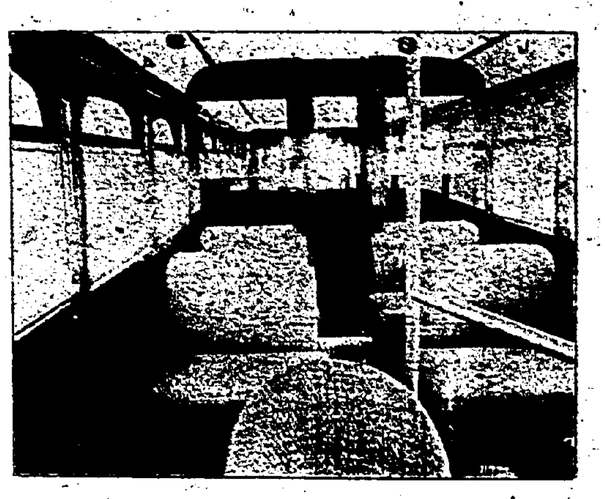
Width outside at belt line, 86" or 7' 2".

Height inside under bows, 75" or 6' 3".

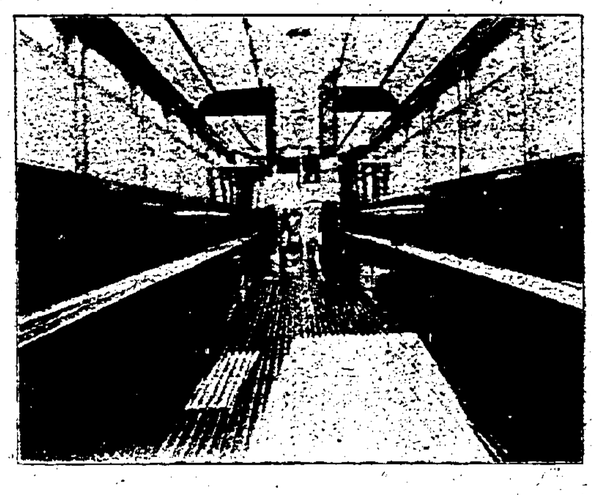
Extreme height from top of chassis frame to top of ventilator, 82.3/8" or 6' 10.3/8".

The equipment includes seven Hale & Kilburn cane upholstered seats, three ventilators, 10 strap hangers, one illuminated sign, one stop signal, two green lights, one tail light, six side lights, one driver's mirror, rear steps, hand and guard rails, one spare tyre and tube carrier.

The total weight of the body with full equipment is 3,240 lbs., to which may be added 40 passengers at 120 lbs. each, making a total road weight of 13,440 lbs. (six tons).



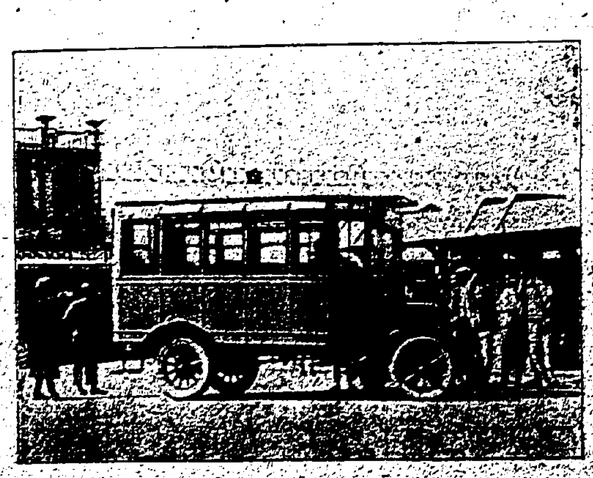
This shows the first-class accommodation in the new Kowloon motor bus.



Interior view of the third-class compartment of the new motor bus.

The first type of bus put on the road by the Kowloon Motor Bus Co.

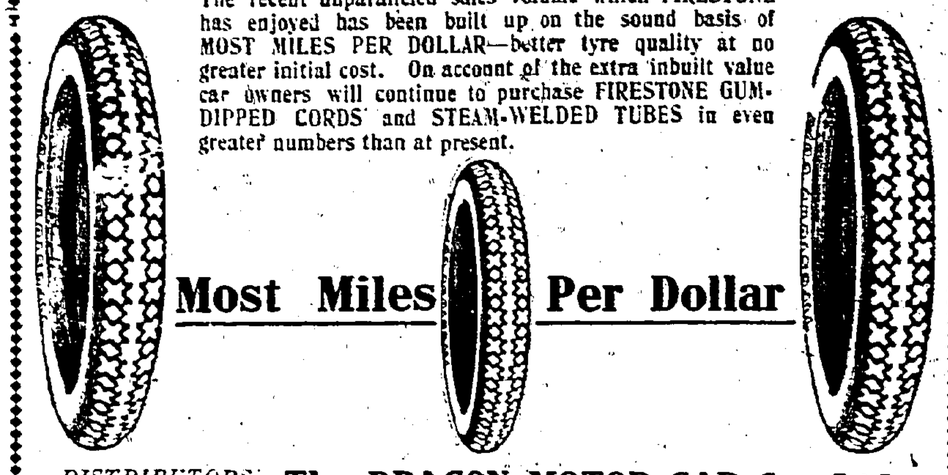
Mr. G. E. White, manager of the Kowloon Motor Bus Co., and designer of the new bus.



Here is shown the type of bus now being operated by the Kowloon Motor Bus Co.

# Firestone

The recent unparalleled sales volume which FIRESTONE has enjoyed has been built up on the sound basis of MOST MILES PER DOLLAR—better tyre quality at no greater initial cost. On account of the extra inbuilt value car owners will continue to purchase FIRESTONE GUM-DIPPED CORDS and STEAM-WELDED TUBES in even greater numbers than at present.



**Most Miles Per Dollar**

*DISTRIBUTORS:* **The DRAGON MOTOR CAR Co., Ltd.**



# 1 Ton THE GRAY TRUCK. 1 Ton

We are pleased to announce the addition to our agencies of The Gray Truck.

The Gray Truck Chassis is a sturdy, thoroughly dependable job with every part designed and built especially for truck purposes.

The Gray Truck represents the very last word in up-to-date light truck construction, where speed and minmum delivery cost per mile are absolutely essential.

Specifications, aside from its heavier construction for truck purposes, are essentially the same as those which have brought to Gray passenger cars THE WORLD'S ECONOMY RECORD.

**33.8 MILES PER GALLON**

on a run from New York to San Francisco.

**THE GRAY TRUCK CHASSIS**

is fully equipped with

Generator, starter, battery, drum head lights, dimmers tail light, front fenders, and complete tool equipment.

Specification and Prices from

**Hongkong Hotel Garage.**

Queen's Road,
Show Rooms

Tel. 32 Tel. 32

**The Hongkong and Shanghai Hotels Ltd.**



# 1924 HARLEY-DAVIDSON

New ALEMITE LUBRICATING SYSTEM

New FUL-FLOTEING SIDECAR SPRINGS

New MOTOR CUTS VIBRATION IN HALF

New OLIVE GREEN COLOUR SCHEME

*FIRST IN ACCELERATION AND FUEL CONSUMPTION TESTS FOR COMBINATIONS HELD IN RECENT TRIALS.*

**SHEWAN TOMES & CO.**

TELEPHONE 781.


## THIS WAS ONCE A MOTOR CAR.

Above is seen all that remained of a luxurious sedan car after it was smashed to pieces by a railway train at Forsyth, New York. The car became stalled at a crossing. The train was derailed and nine people killed.

## FOUR-WHEEL BRAKES.

### GROWING IN POPULARITY

Mr. C. F. Kettering, President of the General Motors Research Corporation, in the course of an article, says:—

Every great invention in every age changes the conditions of living and readjustments under the new order must then be made. Rapid growth of the automotive industry has resulted in a traffic problem, which the development of good roads is gradually solving, but while this desirable relief is being brought about, an even more vital problem is presenting itself—the problem of safety. This the industry itself must solve, if it is to continue to prosper.

The automobile's traffic toll must be lowered. The traffic problem may take years to solve, but the safety problem must be solved now. The demand comes from every state and every community. A solution gradually being adopted by motor car manufacturers is the installation of four-wheel brakes. This is another step forward in increasing the automobile for driver and for pedestrian alike.

We have already built ample power into our cars—also ample speed. And because of power, acceleration and speed, the necessity of adequate control has come to the front. Four-wheel brakes are by no means new. A very large number of the basic patents on four-wheel brakes have already run out and an American car with brakes on all four wheels was exhibited at the New York show as long ago as 1909. In Europe, the majority of motor cars have for years had four-wheel brakes and have fully demonstrated their merit. To the American who has travelled abroad, brakes of this type are anything but a novelty. There is nothing intricate about four-wheel brakes. They are simply more or less of a duplication of the two-wheel brake principle applied to the front wheels as well as to the rear ones. Their effects is to increase the factor of safety to a considerable extent. That their use is based on thoroughly sound principles is demonstrated by the fact that all electric and steam cars, both passenger and freight, carry brakes on every wheel, while the newer types of steam train passenger cars carry double brakes on every wheel.

If it is necessary and wise to put brakes on all wheels of steam and electric cars, which run on a restricted line of steel rails, how much more necessary and wise it is to place them on automobiles that travel in traffic that is congested with both cars and human beings. Four-wheel brakes for automobiles are already being welcomed by police departments and safety committees in every large city as a great step forward in making traffic safer.

While increased safety is the outstanding advantage in the use of four-wheel brakes, there are other advantages that will be recognised by motorists as they become more familiar with their use. When they are used, the danger of skidding is largely reduced.

Moreover, tires will last longer. With brakes on the rear wheels only, all the wearing friction produced by the braking action is borne by the rear tires. From this fact arises the custom of changing the front and the rear tires every so often. Wear on tires where four-wheel brakes are used is even and uniform on all four tires. Because of less individual wear, four-wheel brake bands do not wear out so quickly, either.

There has been some question about keeping four-wheel brakes in adjustment. Critics may say that it has not been proved that four-wheel brakes are going to be as easy to keep in adjustment as the average two wheel brakes. Inasmuch as the duty on each brake is very much less, it would be expected that these brakes would stay in adjustment better.

Every great development in the motor car industry has always met with negative argument from people who are conservative or who, for trade reasons, undertake to magnify the objections to anything new. It is believed that within the next two years cars weighing over 2,500 pounds will have four-wheel brakes—or a great improvement will be made on the present type of two wheel brakes. The addition in weight is but slight, approximately 50 or 60 pounds, represented by two brake drums and two brake bands, with some operating machanism.

There may be considerable discussion as to the various types of brakes or the various methods of operating them. Each engineer will put his own interpretation on the problem. But the great principle of increasing by at least 60 per cent. the braking action in a motor car is fundamental, and four-wheel brakes will prove their worth to the public as people become acquainted with them through everyday use.

## DODGE CARS.

### Figure in City Fleets.

The city of Detroit's judgment on motor car values has a far reaching influence.

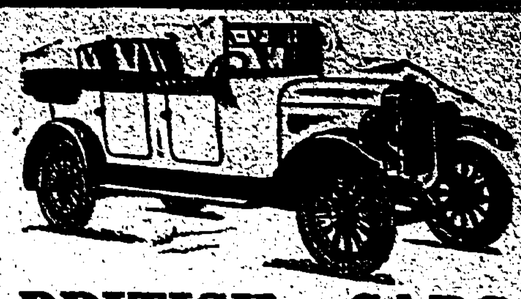
Away down in Argentina, the the city of Buenos Aires has just bought a fleet of 32 Dodge Brothers motor cars. Dodge Brothers car was chosen, according to city officials, because Detroit has more than 100 of them in its municipal service, with an impressive record for dependability and economy.

The sale was made by the Dodge Brothers dealer, in the face of keen competition. All the cars are for the use of the police department, which is rated as one of the most efficient in the world. In the fleet are 20 touring cars, five limousines and seven ambulances.

There are approximately 100 cities which operate Dodge Brothers cars in fleets of three or more, and several hundred others which have one or two in service. The average size of the Dodge Brothers fleets is 10. Los Angeles owns more than 100; Cleveland has 51; Newark, N. J., 23; Kansas City, 25. The city of Tokyo, Japan, uses 23 Dodge Brothers chassis in its fire department.

### SAFETY FIRST.

Let your speed control the usage of the horn, rather than the horn control your speed.

# BRITISH CARS

By special arrangement with the Austin Motor Car Company, Ltd., we are now able to supply AUSTIN twelve and twenty h.p. cars in Hongkong, all charges paid, at the English factory list prices.

Immediate delivery can be given on 20 h.p. Touring Models.

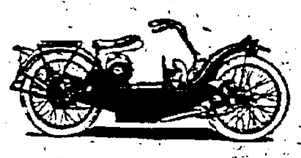
*Austin*

Prompt shipment on all other models.
Catalogues may be obtained from the
SOLE AGENTS:

**Alex. Ross & Company,**
(China) Limited.
Bank of China Building, Duddell Street.
**Telephone Central 2487.**



# NERACAR



## "SAFETY FIRST."

For safety, Reliability, Strength, Cleanliness and Economy the "NERACAR" stands unrivalled.

The "NERACAR" was not built for excessive speed. On plain level roads, it will give a speed of 35 miles, whilst on hills—such as the Chin Wan Hill—it will give a speed of 25 miles per hour, as proved in the recent trials. Considering that most people rarely go motoring at more than 30 miles on level roads or 20 miles up hills, the "NERACAR" has a reserve speed which is quite ample.

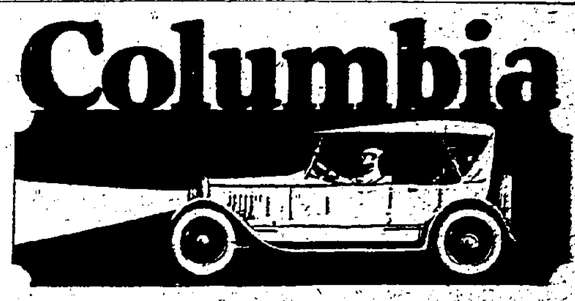
The "NERACAR" was specially designed and built to meet the needs of people who, in their daily avocations and pleasures, find that what is really required is a reliable, fair priced, light two-wheeled motor car that will carry them about safely, economically, at a fair speed and without the risk of having their clothing soiled by dirt, grease and oil. The "NERACAR" answers all these requirements and its gasoline consumption is one gallon to 100 miles!

*Write or call for demonstrations*

**De Sousa & Company, Limited.**
Sole Agents for South China.
2nd. Floor, St., George's Building. Telephone C. No. 1264.



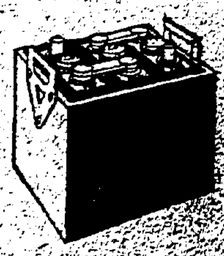
# Columbia



## *Storage Batteries*

Columbia Storage Batteries are ideal for starting, lighting, and ignition on automobiles. The highest grade construction throughout—universal terminals to fit all wiring. Their higher power makes them always dependable; their rugged strength enables them to yield extra long service.

Your next battery should be a Columbia—"famous for the service they render."



**The Dragon Motor Car Co., Ltd.**

Telephone Central 3950

A. J. Allison, Service Manager.


### NOTICE TO ADVERTISERS.

Firms desiring to avail themselves of the publicity facilities presented through this supplement, are requested to send copy not later than the Wednesday preceding publication.

*LYMPNE GLIDER CONTEST*

# 87½ MILES

flown on **1** gallon

of Shell!

Flight-Lieut. W. H. Longton, in his great achievement on a Wren Monoplane, in the "Daily Mail" £1,000 Prize Glider Contest at Lympne, used

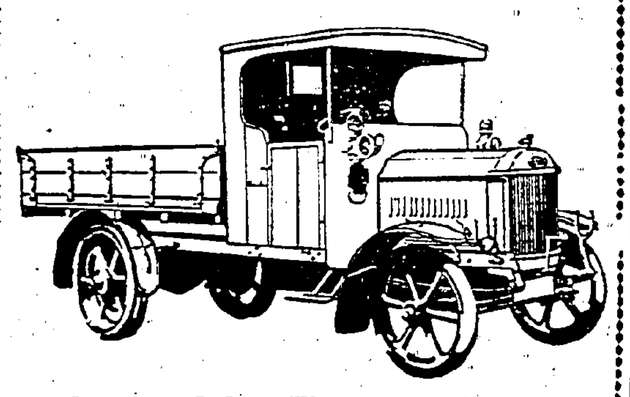
# SHELL

**SPIRIT**

**PERFORMANCE IS PROOF!**

THE ASIATIC PETROLEUM CO., LTD.

Dennis MOTORS



**As used by The Hongkong Government.**

2–2½ ton truck chassis—£740.—0—0
c. i. f. Hongkong.

THE TRUCK WHICH HAS PROVED ITS WORTH IN HONGKONG

*SOLE AGENTS*

**Alex. Ross & Company (China,) Limited.**

BANK OF CHINA BUILDING, DUDDELL STREET.
TELEPHONE C. 2487.

# MR. CAR OWNER!

Why not send us those LAMPS, FITTINGS, etc. from your car and let us make them like new?

**THE ELECTRICAL DEPARTMENT OF THE HONGKONG HOTEL. EXPERTS IN PLATING.**

THE HONGKONG AND SHANGHAI HOTELS, LTD.

### The New Buick.

Leader representatives at Waupun (Wisconsin) were treated to a ride in the new creation by Buick equipped with the four-wheel brakes, the rakish lines and new radiator design. A minute behind the wheel proved that the four-wheel brakes are one of the most wonderful and revolutionary improvements on automobiles this season. They work surely and smoothly, bringing the car to an easy stop in twice it's length from a speed of 30 miles per hour. Landaal Brothers state that it has created more favourable comment locally than any new model they have ever demonstrated here. The firm is highly enthusthusiastic over the car itself and over the interest the people are taking in it.

## THE COMMERCIAL MOTOR SHOW.

### SOME FURTHER DETAILS.

*(Concluded from last week).*

In the sphere of fire-fighting machines Dennis, have just introduced a new model of 500-600 gallon engine. The main improvement is in respect of the pump, which is of gunmetal and is so designed and constructed that a saving in weight of no less than 8 cwt. is effected. The pump is of the multi-stage turbine type and the engine is rated at 60-70 h.p.

Another handsome engine is the 500 gallon Leyland with a 65 b.h.p. engine and a Rees-Roturbo twin-impeller turbine pump.

Here, also, mention must be made of the 36 h.p. British F.W.D. engine. This has a pump of the same type as the Dennis. The engine is mounted on giant pneumatic tyres and forms part of an order for the Egyptian Government. Undoubtedly, the four-wheel-drive, in conjunction with the pneumatic tyres will be found very beneficial if, as seems probable, it may be necessary on occasion for the machine to traverse stretches of soft sand.

For districts in which comparatively small fire-fighting machines are adequate, equipments are now provided that can be man-hauled or trailed behind any motor vehicle. An example is the 100-150 gallon Bantam fire pump shown by Messrs. Tilling-Stevens. This has a four-cylinder petrol engine driving a high duty three-stage centrifugal pump. The two wheels are pneumatic tyred and when the apparatus is stationary, a leg can be let down from the frame to act as a support if the equipment is disconnected from the vehicle which has trailed it.

### STEAM VEHICLES.

The outstanding exhibit in the steam vehicle section is the new Super-Sentinel wagon. The makers of this machine have broken away from the old practice which made a steam lorry, in general lay-out, a miniature edition of a traction engine. The boiler is vertical with steeply inclined tubes. The horizontal engine is carried below the frame and the differential gear is ingeniously combined with the crankshaft and embodies cone clutches, spring controlled so that a certain amount of resistance must be overcome before any wheel of the differential can move independently of the crankshaft. Thus the differential does not function until there is a difference of from 10 to 15 per cent. in the tractive effort of the driving wheels. The result is almost complete elimination of any tendency to side slip. The final drive is by chains from the differential crankshaft to large sprockets inside the driving wheels.

The Sentinel steam tractor is designed on similar lines. The engine is, however, situated behind the back axle and the whole lay-out is such as to get an admirable distribution of weight. The tractor can use practically any fuel and can haul up to 30 tons on good level roads, or at least 10 tons on bad roads or steep gradients.

Another very interesting steam wagon is the Ransome. This is an overtype wagon, the most remarkable feature of which is the boiler. This is of the locomotive type, but is built up of the more than four pieces of plate, so shaped that the fire box is circular in construction and therefore requires no screwed stays for its support. This makes it far more suitable for dealing with feed water of poor quality.

Messrs. Ransomes, Sims & Jefferies also show their electric trucks and their new electric run-about crane, a most valuable appliance for all who are desirous of elimating the delays which occur so often during loading and unloading processes. The design is quite novel and combines mobility, simplicity and stability with reasonably light weight.

Space does not permit of a review of the accessory and component exhibits. Mention should, however, be made of the far more widespread use of electric lighting installations on commercial and public service vehicles. Thus the British Lighting and Ignition Company have produced lighting sets specially designed for taxi-cabs and such as to give efficient service if a cab or van is extensively used for light work. The same firm have recently introduced a current controller which performs the useful function of varying the rate of charge of the battery by the dynamo, in accordance with the condition and needs of the cells. When these are fully charged, hardly any current is permitted to flow and over-charging is thus avoided. When, on the other hand, the cells are nearly empty, the controller allows current to pass into them at the maximum rate. In this way, the efficiency of the electric installation of, say, motor omnibuses or vans, may be much improved.

## BRITISH ENTERPRISE.

### Thornycroft Lorry's Feat.

The Hongkong Hotel Motor Department has received an interesting letter from Messrs. John I. Thornycroft and Co., Ltd., for whom they are the local agents. It deals with a recent performance of a Thornycroft 6-ton lorry. The following is quoted from the letter in question:—

"Considerable publicity has recently been given to the results obtained by a vehicle of Continental make when run under the observation of the R.A.C. It is stated that the previous best figure recorded in any R.A.C. trial was 69.3 ton-miles per gallon and further stated that the vehicle in question has exceeded this best previous figure by 50%. It is not explained that the vehicle was a much smaller one, carrying a load of only two tons. In fact, it was a Thornycroft type "BT" lorry and on this trial we were awarded the Dewar Trophy for 1921. The figure to which reference is made was a very good one for the load in question, and, as a matter of fact, was better than was shown by the same Continental make's vehicle which has been so much advertised and which was run on a R.A.C. trial about the same time. This Continental firm having now run a R.A.C. trial with a heavy vehicle, we decided, in order that British prestige may be sustained, to run one of our largest vehicles over exactly the same route under R.A.C. observation.

"The results of the trial are shown in the R.A.C. certificate, a copy of which we enclose, the main points being as follows:—

Type of Vehicle:—Thornycroft 6-ton Lorry.

Distance Covered:—1,000 miles.

Petrol Consumption:—11.28 miles per gallon (Equivalent to 123.34 ton miles per gallon).

Oil Consumption:—1,697.7 miles per gallon.

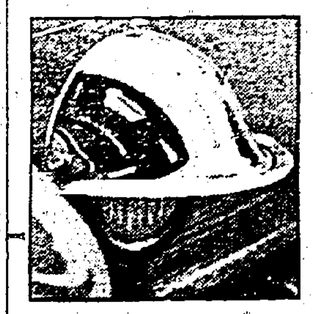
General Remarks.—No repairs or involuntary stops were made during the trial.

We believe the mileage of 123.34 per gallon of fuel constitutes a world's record, and we are pleased to have established this for British manufacture and design.

"The design of our engine is the result of many years' experience and of prolonged experiments in our Research Department, and we have proved that it gives a better efficiency than any other arrangement.

"Our vehicle is driven by a worm and not a bevel, which is also proved by the trial in question to be superior. We think it will interest you to know that British chassis builders are not to be easily beaten, and it will be satisfactory for you to know that you can obtain a make of vehicle in this country which in efficiency surpasses any other."

### HEADLIGHT IDEA.

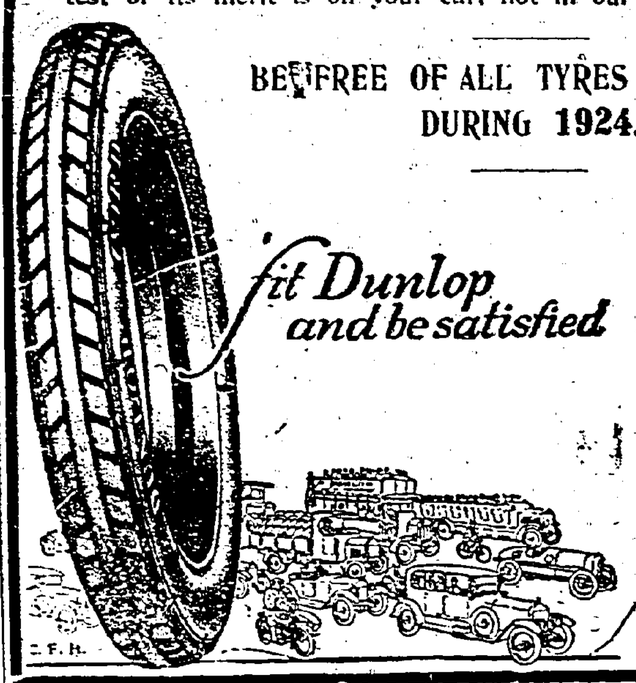


Picture shows novel use for half of a war helmet. It is employed in covering one of the headlights of a car, so that the glare is directed down. The other half covers the other light. Nickel-plated, it's quite ornamental.

# DUNLOP CORDS

## for Motor Car or Motorcycle

THE size of your tyre bills depends upon how much mileage you get out of your tyres. **Watch Them.** Fit a Dunlop Cord next time. Note how much longer it lasts than other tyres. The test of its merit is on your car, not in our argument.



BE FREE OF ALL TYRES TROUBLES DURING **1924.**

*fit Dunlop and be satisfied*

AS SUPPLIED TO THE HONGKONG GOVERNMENT.

Obtainable in all sizes from stocks carried by The Hongkong and Kowloon Taxicab Co., Ltd., Kowloon, and J. Gibbs & Co., Alexandra Buildings C.704 (Sundays & Holidays C.4533)

**DUNLOP**

Rubber Co., (China Ltd.)

Founders throughout the World of the Pneumatic Tyre Industry.

4 A, Des Vœux Road, Central Hongkong—Phone C.4554

### A Good Ford Story.

We make no apology for publishing the following "Ford Story" which appeared in *The Crescent*. The story is as follows:—

Joe Hass tells about a tin roof of a Kansas store that was torn off and rolled into a compact bundle by a cyclone. Having a sense of humour, the owner wrapped a few strands of baling wire around the ruin and shipped it to Henry Ford. In due time came a communication saying.

"It will cost you $48.50 to have your car repaired. For heaven's sake tell us what hit you!"

### World's Fastest Motor Cycle.

It is now claimed that, although not officially recognised as a world's record, the highest speed ever attained by a motor cycle is 115.79 m.p.h., made over the flying kilometre on Daytona Beach in April, 1920, by Gene Walker on a 994 c.c. Indian.

# LONG LIFE

In buying a motor car, consider what the cost will be when divided over a period of years.

What is the car's reputation for satisfactory service after the first year? After the second? And after the third—and fourth?

These considerations, in the final analysis, are the true basis of economy in motoring.

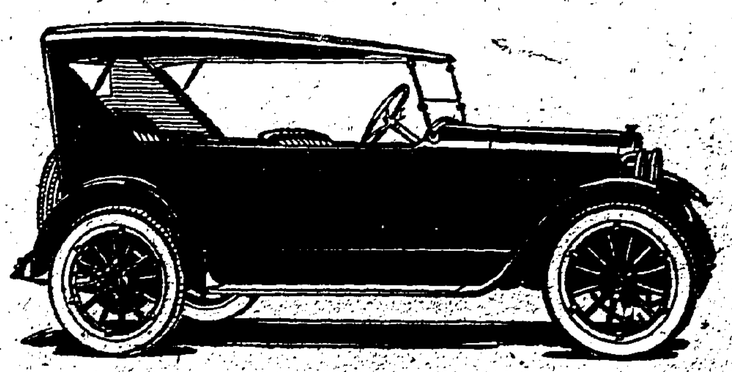
And it is this attribute to which Dodge Brothers Motor Car owes its chief claim upon the unalterable loyalty of its owners.

**DODGE BROTHERS, DETROIT**

## THE DRAGON MOTOR CAR COMPANY, LTD.

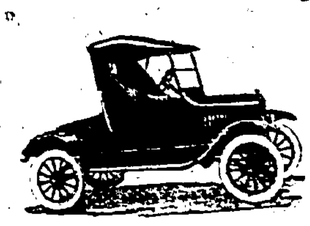
Registered Head Office & Show Room

Wong Nei Chung Road. - - - - - - - - - - (Happy Valley).

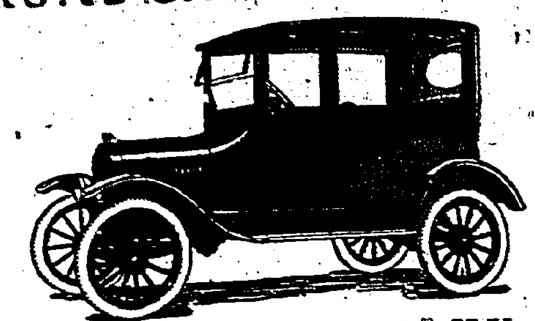


# Ford

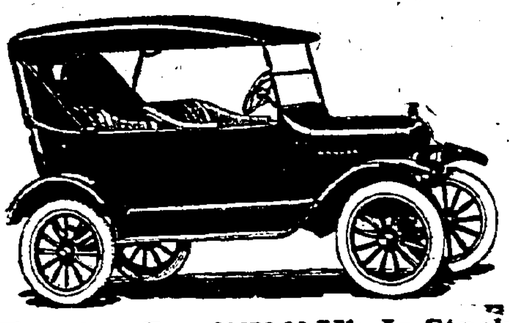
THE UNIVERSAL CAR



Two Seater $1,070 H.K.



Sedan 5 Seater $1,900 H.K.



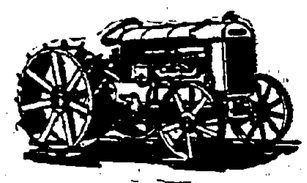
Touring Car $1,130.00 Hk. In Stock Ready for immediate delivery.

The truck that does the work and saves you money $1,150 H. K.

# Fordson

THE UNIVERSAL TRACTOR

You get proper Ford prices when you order from



THE TRACTOR

In various ways this will do the work of 100 Labourers. Two now here and will be on exhibition next week.

## ANDREW HARPER

Authorized Ford Dealer,

No. 2, Queen's Road Central.



# THORNYCROFT

*Once again the supremacy of the world famous*

THORNYCROFT

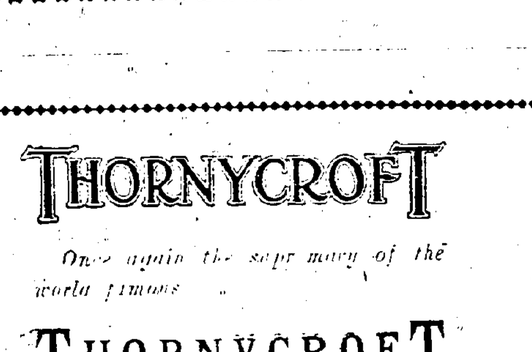
is demonstrated by the recent order of the City of Tokyo for 20 Two-ton "BT" model Trucks.

This order was placed after the Government had made extensive tests on the fuel consumption, 43 miles to 5 U. S. Gallons of kerosene was the enviable record made by a

THORNYCROFT

in these keenly competitive trials,

*Once a Thornycroft user, always a Thornycroft booster.*



Stocks and Parts carried in Hongkong by—

THE HONGKONG HOTEL GARAGE

THE HONGKONG & SHANGHAI HOTELS, LIMITED.


## MOTORING IN FOGS.

### A Few Hints.

Sometimes local motorists encounter fogs whilst driving on the upper levels. A few notes, by a Home writer, on the subject may therefore be of interest. He says:—Neither I nor anyone else can offer a sure method of securing safety when driving in a bad fog. But there are palliatives.

Whether the fog be at night or in the day time, whether it be a "misty one or a "London's Particular," it is always more difficult to see through a glass screen than with the screen partially opened to give an unobstructed line of vision.

The reason is that the mist and dirt in a fog settles on the screen. No matter how often you may wipe it, it's "through visibility" is immediately impaired again.

Always keep your side and rear lamps on, and a good strong red light at the back is a great safety factor in preventing you being run into from the rear. A red light can be seen through a fog more easily than a white light.

If you get two thin silk covers of a yellowish-golden tint, to fit over your headlamps, they also help on many occasions. One of the fair sex can easily make these up with an elastic band to slip over the headlamp. The material should be tight—not "floppy."

If you have a spot light it should have a similar "loose cover," and the beam should be concentrated on the kerb a few yards in front of the car: how far depends on the density of the fog.

If you have someone else in the car, get him or her to watch the near side kerb, and keep you informed thus: "A yard away, two yards, lost it," and so on. You must keep your outlook straight ahead.

And, finally, you must always exercise the maximum of care and patience. It's useless to try and hurry—they'll expect you to be late.

## BERLIN LIGHT CAR SHOW.

### 700 Firms Represented.

At the Berlin Motor Show which opened recently seven hundred firms are represented, as against 580 at the last show in October 1921. There are no foreign exhibitors.

Last year the show had to be abandoned on account of the uncertain state of affairs, and more particularly on account of the strike in South Germany. The prospects this year were even more unfavourable. Nevertheless it was decided, in the words of its vice-president, "to hold the show even at the cost of enormous sacrifices by the manufacturers." It was felt that a second postponement would give currency to the impression abroad that the German industry was on the verge of a collapse, and that the motor industry in particular had ceased to count as a competitor in the world market, especially as German firms are still excluded from the foreign motor shows. It is, however, hardly likely that the show is being held purely for reasons of prestige, nor does it appear that any unreasonable sacrifices will be made. As yet there is no widespread unemployment in the motor industry.

The exhibits clearly reflect the class of customer for whom the manufacturer has to cater under present conditions. No cars are being sold for pleasure purposes. Only the big business man, the industrialist, and the agriculturist can buy. The result is that the medium weight touring car and the light car are hardly resresented.

There are two curiosities, a whale-shaped stream-line car, the design of which has been regulated by an exact measurement of air currents; and another with the engine over the rear axle, resembling a motor-launch on wheels.

### Australia's Cycles.

Latest statistics show that there are 37,751 motor cycles in Australia.

## COMMAND OF CAR.

### ADVANTAGES OF THE "FORD".

Motor car purchasers, careful to consider safety elements in automobile construction, are giving more and more attention all the time to cars in which the operations necessary for proper control in traffic are reduced to a minimum.

Several reasons instantly appear for this, principal of which is that the more complicated the construction or the more complex the manipulations necessary for control, the greater are the chances for trouble and even dangers in operation.

All of which brings home the fact that nothing contributes a greater element of safety in motoring than the utmost simplicity in those parts of the car upon which the control depends, thereby freeing the driver from as much exertion and distraction as possible.

A notable example of how this can be successfully carried out is found in the design and operation of the control of the Ford car which gives the driver exceptional command in traffic, in mud and sand—in fact, in every place where facility of control is all important. The short wheelbase and small radius ensure easy turning of corners and convenience in manoeuvring in and out of parking places. There is no excessive motion of the steering wheel, and action, being direct, gives the driver the "feel" of road and facilitates steering.

In shifting gears, the driver's attention need not be distracted from the road ahead, as the shifting is made by his feel on the pedals and soon becomes automatic and his hands are at all times on the steering wheel. In the Ford transmission there is no danger of clashing gears and it is made impossible to fail in accomplishing a gear shift. Further, the shift is made silently.

The all-important brake, chief element of safety, is an outstanding feature of Ford control. Operating through the foot pedal with but little effort, it exerts a quick grip and permits immediate stopping of the car. The action is simple. It is transmitted from the pedal directly to a drum on the driving shaft, giving the Ford owner a powerful, positive brake. Equalization of the braking effort is accomplished through the differential, assuring even braking on each rear wheel.

An emergency brake, operated by a hand lever and acting on the drums of the rear wheels, also is provided. Construction of this dual brake system is of such simple and direct design that adjustment is seldom necessary and the safety factor always of the highest.

### SAFETY FIRST.

The better the driver the less frequently is violent braking effort necessary.

## CANOE USED AS MOTOR-CAR.

This canoe has been fitted on a motor chassis by an American, who is seen enjoying a quiet snooze in it whilst on holiday.

## HINTS ON "COASTING."

### How to Re-engage the Gears.

In the course of an article in the *Daily Chronicle* on descending hills with gear in natural, Capt. E. de Normanville says:—When the gear has been disengaged the engine may be left running slowly, or it may be stopped entirely by the switching off of the ignition. For short descents the first is, perhaps, the wiser plan, for long hills the second. Let us assume that the engine has been left running.

At the bottom of the hill, when the car speed has fallen to about 20 m.p.h., the driver will want to re-engage the gear, so that he may increase his speed and perhaps master the corresponding ascent. Now, if he attempt to engage the dog clutches that give him his top gear when one (driven by the slow-running engine) is revolving slowly, while the other (driven by the fast-running car) is revolving quickly, something is obviously going to happen. He must get the speed of both dogclutches approximately the same.

JUDGING ENGINE SPEED.

His engine speed is probably suitable to a car speed of about 5 m.p.h., and so he may, if he wishes, reduce his car speed to this figure, and then he will be able to engage his gear on depresing the clutch pedal in the ordinary way quite easily. But it is much better to increase the speed of the engine to suit that of the car, and it is both quicker and simpler.

After a little practice the quite inexperienced driver will be able to tell from the "note" of his engine when it is running at a speed to suit that of the car—that is to say, when it is running at the speed at which it would be turning over were the gear engaged all the time.

When this speed has been attained the gear may be re-engaged silently and easily after the usual depression of the clutch pedal.

### Popularity of Motoring.

An indication of the growing popularity of motoring is contained in the announcement that the motor tax account at Home yielded between 11 and 12 millions sterling last year, an increase of a million pounds in 13 months. The number of vehicles for which licences have been taken out is estimated at 979,000, an increase of over 100,000 in the year. Grants of over 14¼ million pounds were made from the Roads Fund.

USE THE CLUTCH!

Theoretically, of course, if the engine and car speeds are in exact "correspondence" there is no need to depress the clutch pedal at all, and the gear may be engaged just as silently and as smoothly. But this requires very precise judgment, and as the clutch is so easily operated it is as well to use it.

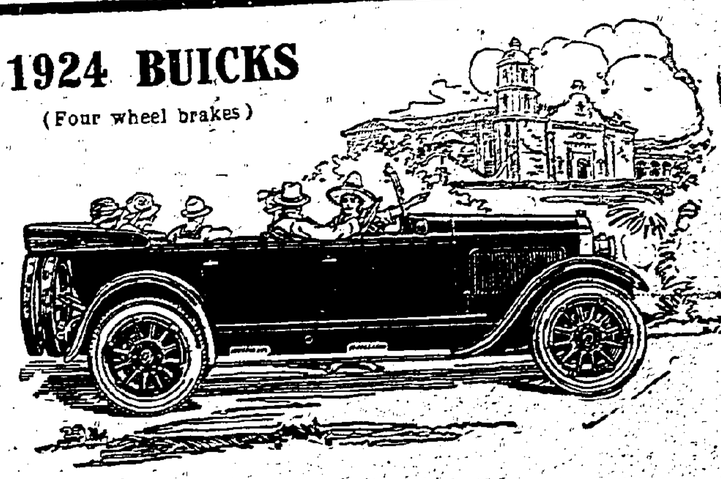
If the engine is stopped for the descent, which, in my opinion, is the ideal method of negotiating a long but not dangerous hill, it must be started before any attempt is made to re-engage the gear. On a car with an electric or mechanical starter operated from the driver's seat this presents no difficulty. Start the engine while the car is in motion, and then proceed as before.

STARTING WITHOUT A STARTER.

But if you have no starter then there are two courses open. The first is to let the car run out the whole of the "coast," and then get out and start the engine by hand in the ordinary way. Few drivers will enthuse over this idea. The alternative is to stop the car before the descent is quite completed at a point where there is just enough remaining gradient to enable the car to start under the action of gravity. With the car stationary at this point, re-engage top gear and switch on the ignition; then depress the clutch pedal, and let the car run. When it has attained an adequate speed, say 10 or 12 m.p.h., the clutch may be released into engagement, and the engine so started.


# 1924 BUICKS

(Four wheel brakes)



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## KATORI MARU IN COLLISION.

### DAMAGED BY STEAM HOPPER.

(Reuter's Service.)

(Continued from Page 1.)

London, January 18.

A steam hopper belonging to the Port of London Authority collided, near Mucking, with the Japanese steamer Katori Maru, bound for Antwerp. The latter returned and anchored off Rosherville, near Gravesend being damaged on the port side above the water-line amidships.

## EARTHQUAKE PREDICTION.

### HONGKONG MIGHT FEEL IT.

Rome, December 18.

The sculptor Bendandi foretells an earthquake on the coast of Asia, or near, on January 29 to 30.

## SOVIET LEADER RESIGNS.

Berlin, January 18.

Unconfirmed report have reached Socialist quarters here that Trotsky has resigned all posts, and Kameneff has been appointed his temporary successor in the revolutionary war council. It is reported that General Budienny is the prospective commander of the Red army.

## R.M.L.I'S NEW ADJUTANT GENERAL.

London, January 18.

Major-General A.R.H. Hutchison C.B., C.M.G., D.S.O., succeeds Major General Sir H.E. Blumberg as Adjutant-General of the Royal Marines on March 31.

## ASSASSIN PARDONED.

Madrid, January 18.

Mateo Nicolau, who was sentenced on October 12th for the assassination of Senor Dato, has been pardoned.

(Reuter's American Service.)

## ANOTHER PRESIDENTIAL CANDIDATE.

St. Petersburg, Florida, January 18.

Mr. Milton Young, who was secretary to Mr. Newton Baker when he was Secretary for war, announces that Mr. Baker will be a candidate for Democratic nomination to the Presidency.

## VOLUNTEER MEDAL.

### HOW TO QUALIFY.

The *Hongkong Government Gazette* contains regulations regarding the Colonial Auxiliary Forces Long Service Medal, from which we take the following:—

Persons Eligible.—Persons having 20 years' qualifying service, which need not be continuous.

Qualifying Service.—(a) Meritorious service as a member of and rendered wholly in the Auxiliary Forces of one or more Dominion, Colony or Protectorate; or partly in the Auxiliary Forces of one or more Dominion, Colony or Protectorate, partly in the Territorial Force of Great Britain, or partly in any Naval or Military Volunteer Force of any part of the Empire, (except service since 4th August 1914, in the Volunteer Force of Great Britain raised under the Volunteer Acts, 1863-1916); service on the West Coast of Africa counting two-fold, (b) a person who was serving as aforesaid on the 4th August, 1914, and did before the 11th November, 1918, actually serve or enter into an agreement to serve beyond the borders of Hongkong on military service may reckon all embodied service on the active list two-fold as qualifying service towards the requisite 20 years, whether such service was in the Naval Forces, Military Forces or Air Forces; (c) no service shall count more than two-fold towards the award of the medal. Service on the Permanent Staff by members of the Permanent Forces shall not reckon as qualifying service for the medal. Service qualifying for the Territorial Efficiency medal shall also count towards the qualifying service necessary for the medal.

Forfeiture.—(a) A recipient of the medal who suffers death by sentence of a Military Court, or is dismissed or removed from his corps or regiment for misconduct, shall forfeit the medal unless the Governor shall otherwise direct; (b) A recipient of the medal who is convicted by the Civil Power, or is called upon to resign shall be liable to forfeit the medal.

The medal shall be worn after all British War Medals in such order as may from time to time be assigned to it, suspended from the left breast, by a green riband of one inch and-a-half in width.

Regulations are also published regarding the Colonial Auxiliary Force Officers' Decoration.

## BABY-STEALING BANDITS.

### Infants Murdered, And Eaten by Dogs.

We read with interest the recent statement by Gen. Chi Hsieh-yuan that north Kiangsu had been cleared of bandits writes the Haichow correspondent of the *N. C. D. N. The* The declaration has a faint foundation in fact, for now and then the larger bands are chased by one general out of his bounds, but they are not even sceatted and are back again in a few days.

There is on the other hand a by-product of banditry which is alarmingly on the increase against which the best of officials is helpless and that is the practice of baby-stealing. No organized band is needed for this despicable trade and not even is the ruffian armed. He merely sneaks into a house during the night, carries off a sleeping child, and a convenient middleman extorts a few hundred dollars for its redemption. If hard pressed or if the negotiations are unsatisfactorily slow, the child is easily disposed of with a convenient brick. No one pays any attention to the body of a dead child; anyhow in a few hours the roving curs have removed every trace. Such a case happened within the last few days only a few yards from the city wall. The kidnappers were after a little boy, but in the darkness took away a little girl instead. Realizing that she would not be so profitable a bargain they threw her out to freeze in the bitter night.

Only three days ago the keeper of a small likin station was arrested at the next city east on the information of an escaped child. The story is that this petty official had several children in durance and hid them in the hold of a small boat, not much bigger than a sampan. He kept the boat going back and forth a little distance to avoid suspicion until one of the older children got out and recognized a brother on a passing boat and the game was up. The constant repetition of such deeds everywhere is having deadening effect on the minds and morals of the people that is beyond any realization to those who do not observe it first hand.

## TAIKOO BALL.

### A BRILLIANT SUCCESS.

The annual ball of the Taikoo Club took place last night under conditions similar to those which had made its predecessors notable successes amongst the many sociable events of the season. This year a more ambitious scheme of decoration was embarked upon, this including the closing in of the stone stairway leading into the Club premises at the two ends by greenery and trellis work, relieved with coloured lights. The congestion of former years was to some extent relieved, for the guests were received here and ushered into the Club. Inside, the predominant note in the colour scheme was red and gold, whilst the interior showed a pleasing restraint in colour. Red and yellow lights hung from the ceilings, and around the walls streamers were festooned. The familiar sign of the firm, illuminated with the words "Taikoo Club" superimposed, was installed on the wall at the far end. Imitation tulips pendant from the streamers gave a pretty touch to the brilliant scene.

The arrangements for accommodation and comfort of the guests were well thought out. The enclosed verandahs and mess-room made excellent sitting out rooms, and the library was for the time being converted into a commodious supper-room and also that indispensable adjunct, the bar.

Over 350 guests were present last evening and all the accommodation of the Club was taxed. The guest of the evening was Mr. G. Warren Swire, who has arrived in the Colony from Shanghai in the course of making a tour of the East. Among other prominent guests present were Mr. and Mrs. G. T. Edkins, Mr. G. M. Young, Mr. and Mrs. D. Templeton, Mr. and Mrs. J. Reid, Sir Eric and Lady Stuart Taylor, Mr. and Mrs. K. E. Greig, Mr. and Mrs. Resker, the Hon. Mr. A. O. Lang, Mr. and Mrs. R. M. Dyer, Mr. and Mrs. E. Cock, Lt. Comm. Conway Hake, Mr. Percy Cox, Mr. W. Nicholson and Mr. R. Sutherland.

The music for the dancing was supplied by the orchestra of the Hongkong Hotel, except for the Scottish dances. For these Piper A. Ferguson and Drummer R. B. Bell were responsible. The catering was done by the Hongkong Hotel with their usual competence.

Those reponsible for the very excellent arrangements were:

Decorations: Messrs. J. Simpson, T. Grimshaw, R. Gray, Stewart Hope, T. Young, W. Warnock, A. B. Ramsay, R. B. Bell and G. C. Smith.

Supper Room: Messrs. C. B. Matthews, M. O'Brien, T. Peterson, R. F. Clark and T. Young.

Refreshment and Card Rooms: Messrs. W. Weir, M. O'Brien, Jas. Sloan and C. B. Matthews.

Cloak Rooms: Messrs. J. Laing and C. Young.

Reception Committee: Messrs. J. Mitchell, T. Young and T. Grimshaw.

M. C.'s: Messrs. Stewart Hope, J. Ashcroft, E. Moore and C. Young.

Hon. Secretary, Mr. C. B. Matthews; Hon. Treasurer, Mr. Stewart Hope; and Chairman of Committee, Mr. A. Hamilton.

## DAY BY DAY.

A nine-year-old girl was knocked down by a taxi in Queen's Road East yesterday and removed to the Government Civil Hospital to receive treatment for a cut wound which she sustained to her forehead.

***

There is a fine film at the Cornet to-day in "Quincy Adams Sawyer," a realistic drama of life in New England. One of the big claims made for the picture is that such a cast has rarely been got together. Lon Chaney's name alone, however, means that there is bound to be some fine acting. Added to this, Blanche Sweet re-appears, as the heroine.

MR. ROBEY AS CINEMA ACTOR.

Widow Twan-Kee, a film comedy made by the firm of Stoll, which was shown privately in London the other day, is an excellent example of the difficulty of taking one form of entertainment and transposing it directly into terms of another. In this case the makers of the film have tried to turn a pantomime into a comic film, and at the same time they have put the chief burden of the acting on Mr. George Robey, a comedian of great ability in the theatre with no very great film achievements to his credit. The result is not very satisfactory.


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## TO-DAY'S MISCELLANY.

Digging in a field for roots and finding a box full of gold coins worth £120,000 was the happy luck of a peasant at Cortile, San Martino, in the province of Parma. When his spade struck iron the peasant cleared away the earth. He realised that a big metal box was buried in the soil. On being opened it revealed a mass of gold coins, which when counted at the police headquarters, proved to be worth 3,000,000 lire.

***

There is one small set-off to the expense to the country of a General Election, for there are no members' salaries to pay from the Dissolution till a new Parliament has been formed. One cannot be a member of a body which does not exist, and as there are no members of Parliament from the Dissolution of one Parliament till the beginning of the next, there can be no claim to a salary during the period of suspension. Thus ex-members are deprived of the small satisfaction of thinking that they are drawing their saleries while fighting for their seats.

That the claims of Skegness, proclaimed in the well-known poster to be a wonderful health resort, are not unfounded, is proved by a week-end incident. A Skegness man bought a four-wheeled dray at Boston Market. He inquired at the railway station as to how much it would cost to deliver to his home. The charge he found too dear, and without hesitation seized the shafts and pulled the vehicle to Skegness, a distance of 24 miles.

That church music is not universally popular is the opinion of a visitor to Southwark Cathedral during a week of special choral services, conducted by a choir of almost angelic sweetness. Scattered over the vast nave were eleven people, three or four of whom came in late. But this was eclipsed by a free church entertainment recently. A fair-sized audience assembled to hear a lantern lecture, on coins. At the close of the lecture, which was of the protracted order, lights were turned up, and it was found that not a solitary auditor was left but the chairman, who had to propose, second, and carry the vote of thanks himself.

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| Ardath | $1.40 |
| Vafiadis Egyptian Cigarettes reduced to non plus ultra | $1.60 |
| La France | $1.40 |
| Dames | $1.40 |
| Superfines | $1.30 |

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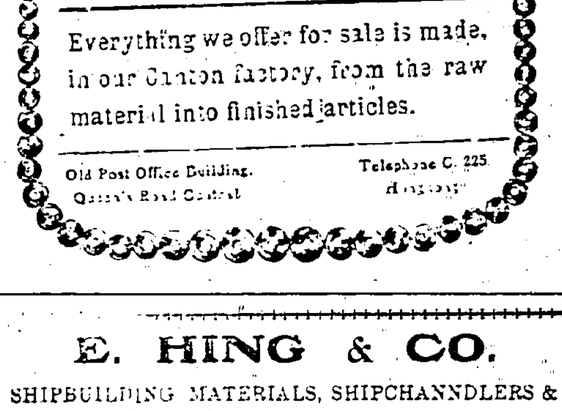

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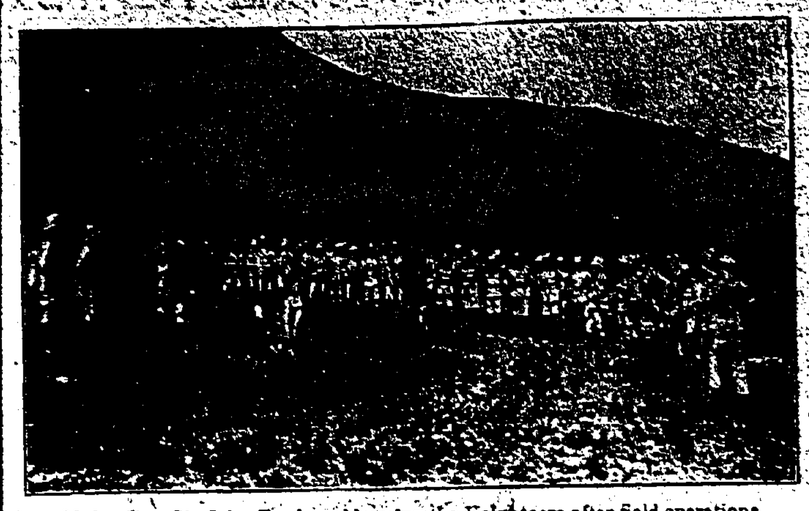
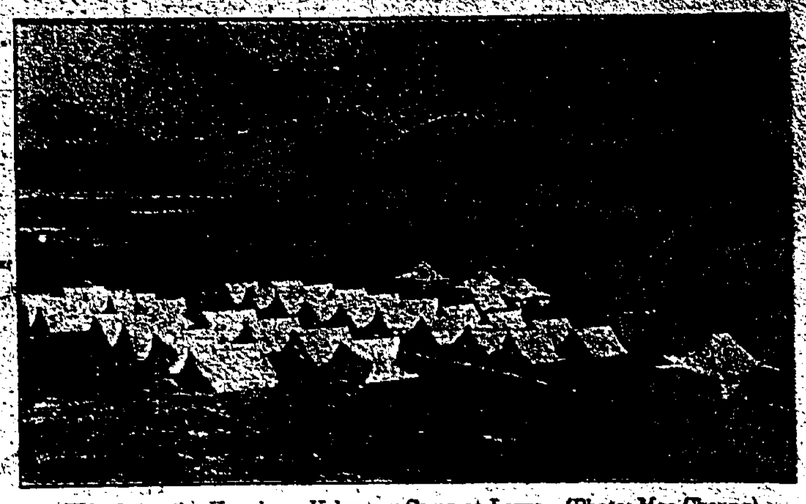
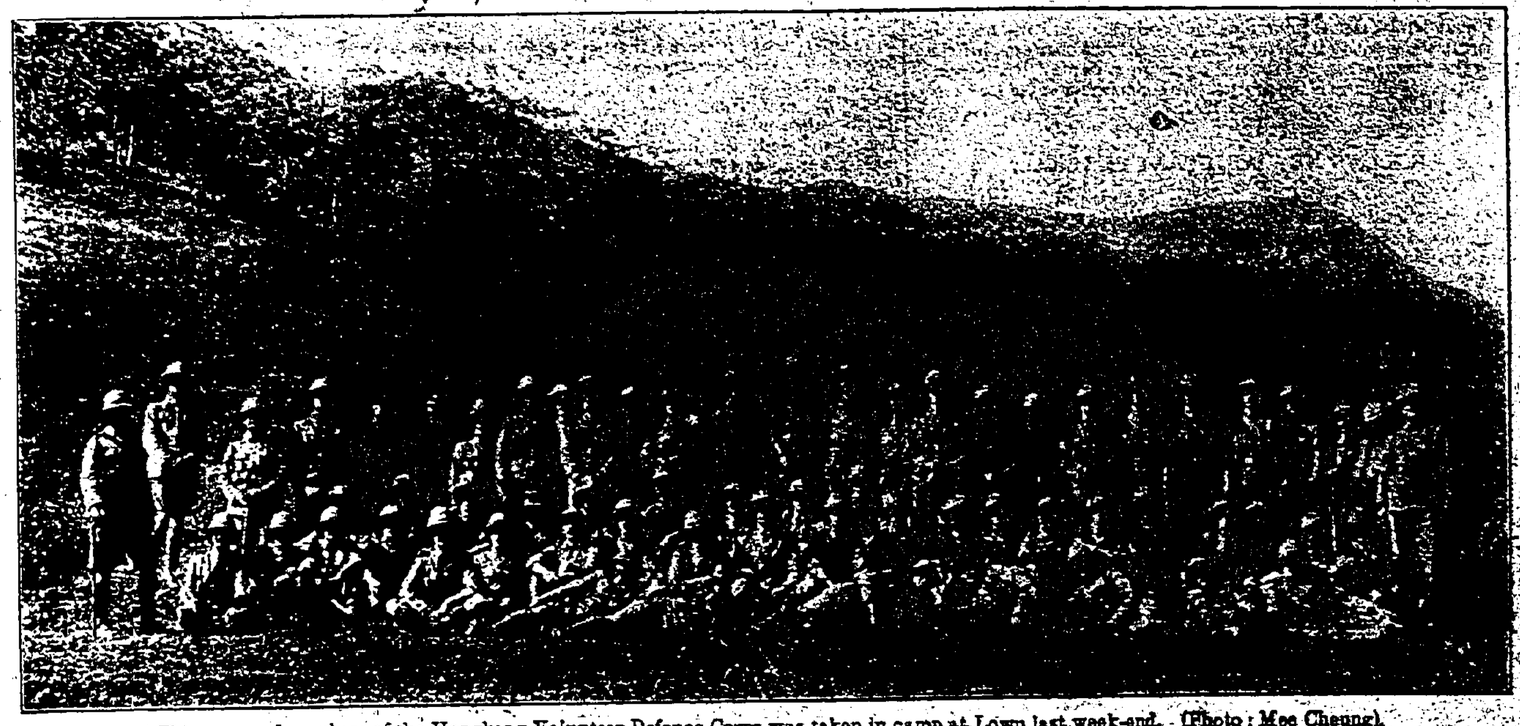


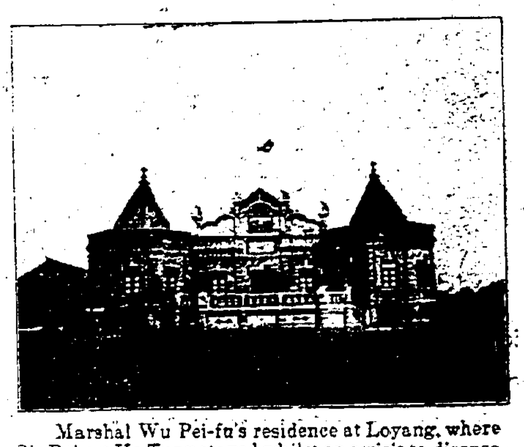
Major Gen. Sir John Fowler addressing the Volunteers after field operations. (Photo: Mee Cheung).



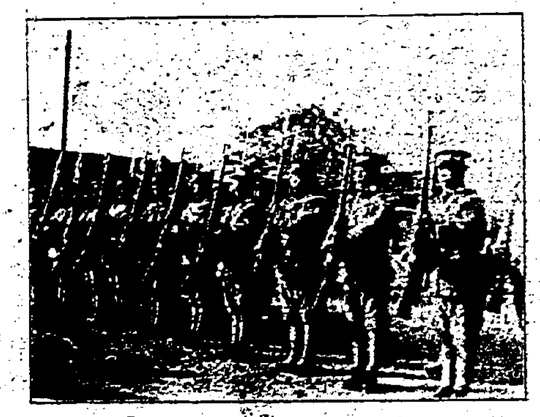
This shows the Hongkong Volunteer Camp at Lowu. (Photo: Mee Cheung).



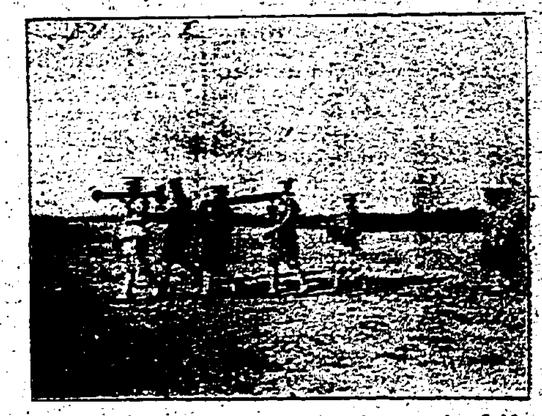
This group of members of the Hongkong Volunteer Defence Corps was taken in camp at Lowu last week-end. (Photo: Mee Cheung).



Marshal Wu Pei-fu's residence at Loyang, where Sir Robert Ho Tung stayed whilst on a visit to discuss the Round Table Conference project.



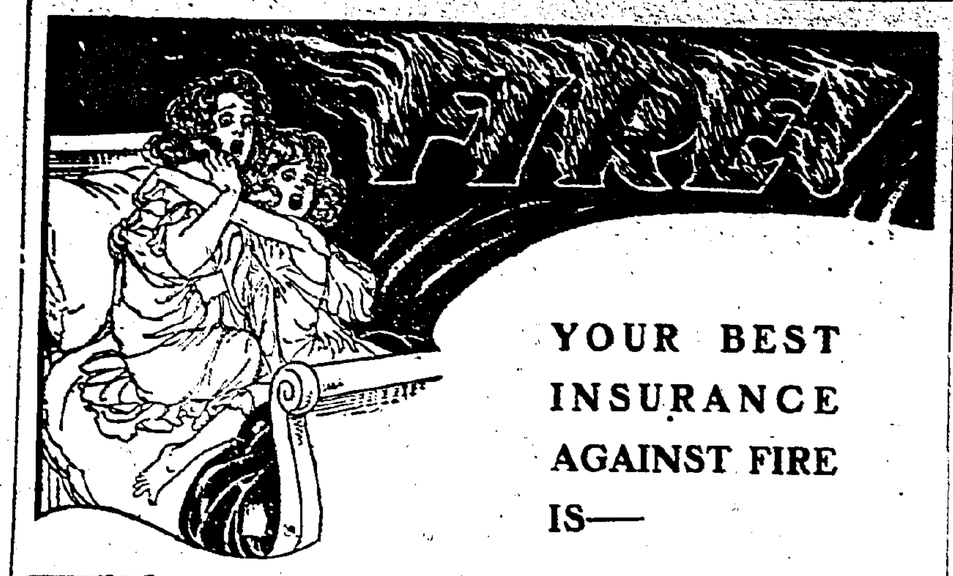
The guard of honour which was drawn up at Loyang to receive Sir Robert Ho Tung.



Some of Wu Pei-fu's troops going out for field exercises.

Above are the members of the Hongkong Interport football team, with reserves, which is to leave for Shanghai on February 1st. (Photo: Mee Cheung).

Mr. Douglas Reid and his bride—Miss Jean Lawson. (Photo: Ming Yuen).

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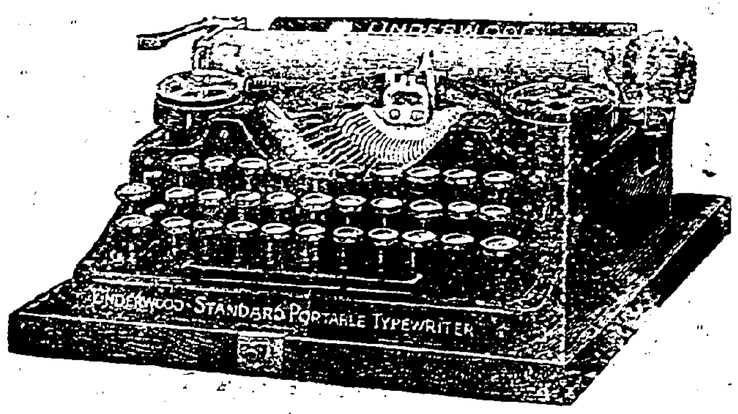


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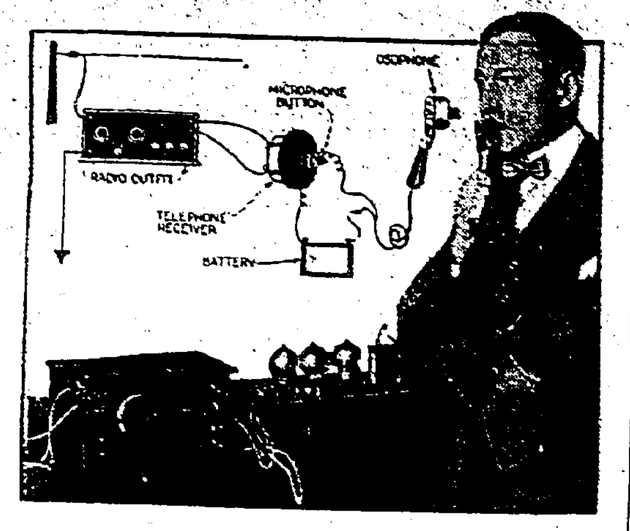
## RADIO NOTES AND NEWS.

### "Listening-In" With the Teeth.




H. Gernsback, inventor of the osophone, showing how it is used, and (above) diagram showing how the osophone is connected.

Daily, science is getting closer to the solution of the problem seeking some means of compensation for those lacking any of the human senses.

Radio is taking its part in this field, especially in its contributions by which the deaf—or at least the near-deaf may be enabled to hear.

Even before the popular use of radio, deaf mutes have been able to tell what a person was saying by touching the vocal cords, or watching the lips. Now radio makes it even easier. For those who could not be taught to discern talk by the sense of feeling or sight, may now "hear" it through use of what is called an osophone.

Such an instrument was invented a few months ago by an English scientist, but it has been left to H. Gernsback, editor of Science and Invention, and Radio News, New York, to perfect this instrument for simple application.

Gernsback's osophone depends on the transmission of radio waves in the form of vibrations through the teeth. The teeth, Gernsback says, are more sensitive to the slightest vibrations than any other part of the body. Therefore, by adapting a receiver-form of instrument for the teeth, in place of the ears, and attaching it to a receiving and transmitting instrument, he believes he has discovered the boon for deaf persons.

From the teeth, the vibrations are transmitted through the bony structure of the head to the auditory nerve. So that if this nerve functions at all however slightly, the osophone will in a way restore his hearing.

All that is needed is attachment of a special form of radio receiver between the osophone and the transmitting instrument. Just as a normal person puts a telephone receiver to his ear, the deaf "listener puts the osophone between his teeth, to carry on a conversation.

#### RADIO FOR RAILWAYS.

The utility of wireless in connection with road vehicles is now well established. Several makers of the better class of motor-car are now making special provision in the design of their latest models for the installation of receiving outfits, complete from a built-in loop aerial to phones, and cars so equipped are already to be seen on the road.

The railway offers an even wider field of development to the radio engineer. Numerous experiments have recently been carried out, particularly in America, in receiving broadcast and other telephony for the information and entertainment of railway passengers en route. In most cases an outside aerial is used, consisting of one or more wires supported just over the top of the carriage, but an inside "loop," owing to its superior directional properties, has also proved very effective.

Quite apart, however, from its normal function as a means of inter-communication, wireless is finding a further and more specialised use in connection with railway signalling.

In the first place, it is, of course, obvious that a train furnished with a wireless installation is able to keep in constant touch with sources of information not usually available between station and station. This in itself is an additional safeguard which, in certain circumstances, may be of the utmost value.

The signalling arrangement which has recently been patented, is designed to give an automatic warning (both audible and visible when the state of the track ahead demands either a complete stoppage or else an increased need for caution on the part of the driver. The method of working depends upon an ingenious use of a certain well-known property of the ordinary thermionic valve.

The signal valve is located in the driver's cabin, and is connected in series with a local relay which, in turn, controls a visible indicating device and also an alarm bell.

#### SIMPLE APPARATUS.

The circuit is adjusted so that normally the valve generates a continuous stream of oscillations. During such time, a current of comparatively large value flows in the plate circuit, which includes a tuned "loop." The loop comprises a number of turns of wire wound around a frame slung just below the platform of the tender, in close proximity to the track.

Arranged at intervals along the track itself are a number of similar "resonant" loops, turned to the same frequency as the valve loop, and arranged to be either open circuited or closed by means of switch mechanism controlled from a neighbouring signal-box.

Owing to the shape of the loop in the plate circuit of the valve, the inductive field of energy springing from it is practically concentrated in one direction—i.e. downwards towards the track. Directly the locomotive passes over a closed track loop, the latter is "impulsed" or set into oscillation. It thereby absorbs power from the valve loop to such an extent as to stop the valve from oscillating. In other words, it sucks up more energy than the valve is, for the moment, capable of supplying.

#### HOW IT WORKS.

The stoppage of the valve oscillations reduces the value of the plate current to a point where it is no longer able to support the armature of an electromagnet included in the circuit. This armature accordingly drops across the two contact points indicated, and so closes the circuit of a local relay which is then retained in the closed position by means of a holding coil, until reset by hand.

The local circuit operates an indicating device giving a visible caution or danger signal to the driver and an alarm bell which loudly calls his attention to the indicator.

If the track loop is left open-circuited, it cannot, of course, oscillate, or pick up energy from the valve loop. No energy is transferred and, in short, nothing happens.

The application of such arrangement to fog signalling is obvious. Instead of placing the ordinary relay of linesmen along the track with fog signals and telephones, the signalman merely closes one or more distant track loops. The first may act as a warning, which the driver notes and then resets the valve. The second, however, means "stop." Having brought the train to a standstill, the driver switches the valve over to an outside elevated aerial. He is then in direct communication with the signal cabin and can pick up the instructions to "go ahead" as soon as the track is clear.

The system can also be used in clear weather as an additional safeguard for audibly calling the driver's attention to the fact that he is passing a distant control signal. Neglect of the preliminary warning given by such signals of the ordinary type is a fertile source of accident.


**SYNCHRONOME ELECTRIC CLOCKS.**

THE "SYNCHRONOME" System of Electrical Impulse Clocks

consists of

An Electrically-Driven Pendulum which operates any number of Dials.

The Pendulum is combined with a simple switch so that both the time-keeping and switching functions are performed automatically and in an ideally perfect manner.

Each dial has only a "one-wheel" movement behind it, yet this simple mechanism secures uniform and accurate time-keeping without winding up or any other attention.

They are correct to within half a minute in six months. Let us quote you for complete installation.

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Estimates and advice free

**SOLE AGENTS FOR—**

**JOHNSON & PHILLIPS**

Cable, Transformer and Switchgear Manufacturers. J. & P. wiring system is the only suitable method for this climate.

**THE ELECTRICAL DEPARTMENT**

**THE HONGKONG & SHANGHAI HOTELS, LTD.**



**HONGKONG HARDWARE CO.**

**"TAI LEE CHAN."**

— ESTD. 1884 —

**METAL GOODS and HARDWARE.**

Tel. No. C.1993. 119 Jervois Street.


THE HUMAN ZOO

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#### COLONEL SWINHOE'S DEATH.

Colonel Charles Swinhoe, F.L.S., F.Z.S., F.E.S., late of the Bombay Staff Corps, the distinguished authority on Indo-Malayan and other Asiatic lepidoptera, died at his residence, Avonmore-road, West Kensington, on Dec. 2, at the age of 86. A count made in 1914 showed that his collection (since augmented) of heterocera—Indo-Malayan, Australian, Chinese, and Japanese—comprised 431 types and 540 co-types, nearly 7,000 species, and over 40,000 specimens. He was most methodical in upkeep.

#### LADYMAYOR'S WELL-LINED PURSE.

Last year Bermondsey Council granted their woman Mayor (Councillor Mrs. Ada Salter) a purse of £400 to meet her expenses. She has returned £220 as the unspent balance.

expected to be opened early in 1924, when India will have an up to date high-speed duplex radio service between Rangoon and Madras. The former also may be utilised later for communication with Bangkok and Singapore, or any other service to the eastward, which may be required.

#### HIGH-SPEED COMMERCIAL STATIONS.

The high speed commercial radio stations at Madras and Mingaladon (Burma), which are designed and established by the wireless branch of the Department of Posts and Telegraphs, are now practically complete, says a Delhi message. Trials are being carried out, and the results obtained up to date have exceeded the original expectation. The stations embody the latest type of continuous War apparatus, and other features of the most modern design. They are

*(Continued at foot of previous column.)*

# WOMEN'S INTERESTS

*Most of the new neckline models are of chiffon velvet lined with brilliant silks which flash into sight as sleeve linings.*

*Others are of brocaded crepe de chine.*

*Mongolia is the preferred trimming, with Paisley silks and velvets a close second.*

*The woman who likes frills will find entrancing effects of billowy lace and sheer ruffles, delicately framing her chin.*

## THE SILVER LEATHER.

The chamois leather with which we polish the silver should be washed frequently, as if it is allowed to get dirty and dusty, it is apt to cause scratches and marks which are difficult to erase. To keep the leather soft and pliable, wash and rinse it in soapy water. Never put it in clear water, as that causes the leather to become stiff and hard.

Make a lather of warm water and soap and a very little soda. Soap the leather well and leave it to soak for a time. Then soap again and rub well all over and squeeze with the hands. The dirt will come out quite easily, and the leather should then be well rinsed in warm, soapy water.

Dry it in the air, not too quickly.

## THE TYRANNY OF TRIFLES.

Have nothing in your house that you do not know to be useful or believe to be beautiful. This is the saying of a wise man, but many people feel it to be a counsel of perfection. It is easier to advocate than to practise the ruthless distruction of hoarded trifles.

In these days a certain artistic restraint in house furnishing and decoration is recognised as "correct" by a steadily increasing number of people. Housewives everywhere are beginning to see that too many ornaments do spoil the mantelpiece that walls are not meant to be mere backgrounds to numerous photographs of relatives and friends, that corners can be satisfying to the eye without the addition of a bracket or whatnot.

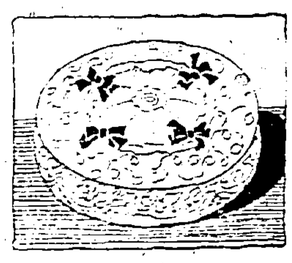
Beauty of colour and beauty of line are beginning to be understood, and the tendency to display accumulations of keepsakes and luck-bringers grows less in consequence. Yet how hard it is sometimes to abolish them.

There are things that we can't throw away because of their associations. Mere sentiment if you like, but there it is. Well, if it is impossible to be sufficiently ruthless, let us do the next best thing and decide to put these treasures all in one place, preferably in a cabinet which shalll henceforth be devoted to the purpose. Only let us in the future pride ourselves on filling it slowly.

We can, if we like, keep a healthy check on our own sentimental impulses, we can discourage our own mania for collecting oddments which were never meant to find a permament place in anyone's home. Sentiment does not excuse all our follies in this direction. We hoard trifles as much through laziness as through our pretty thoughts of the day on which we bought that gilt basket (dusty now, yes, but there were flowers in it once), or of that evening when those frosted leaves (only the frost is worn off now) made gay the crackers on the dinner table.

We will allow ourselves a little scope for sentiment. But let us make up our minds to resist the tyranny of meaningless trifles.

## LACE AND RIBBON.

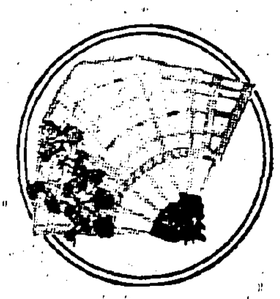


A covered box for powder or any boudior necessity immediately assumes a French aspect when trimmed with fine lace and two-toned ribbons.

Use either a plain or tinted glass box, and make a covering for it of Valenciennes lace or a combination of lace medallions and very fine thread lace. Paste the covering smoothly in place with mucilage, and add your ribbon bows or your French flowers where-ever their decorative value is the greatest.

You can cover vases, talcum powder jars, and many other accessories in this same way.

## RIBBON FAN.



To make this fan the ribbon is applied smoothly to the ivory sticks of a fan by a thin coating of the finest quality of liquid glue. The flowers are made of metallic ribbon and may be glued or sewed in place.

If you are not an adept at making flowers, you can purchase very attractive ones.

## FASHION'S NOVELTIES.

Paris abounds in novelties, some quaint and fanciful, some really beautiful and destined to become treasured "antiques" in the course of the next century. The implements of beautification are among the most varied accessories. There is a pocket comb in galalith with the handle in the shape of a feminine leg, with a pretty foot shod with a pretty slipper.

There are powder boxes shaped like a nest with the handle of the puff in the shape of a bird, and other powder boxes take the form of an egg, from which protrudes the head of a little chicken, again the handle of the powder puff.

Vanity cases of silk are flat, and contain a space for the powder compact, the rouge compact, and the lip stick and, of course, a mirror. The shape of these may be diamond-shaped or triangular, and the back allows a coloured handkerchief to be slipped through it and carried decoratively. The cord is of metallic thread. Other vanity cases are of mother-of-pearl. They are cylindrical and open lengthwise, showing the powder box, the rouge box, and a short lip stick fitted between, while a concentrating mirror fills the other side. The mother-of-pearl is inlaid in strips the length of the cyclinder, and the pretty triple is hung from a black silk cord. The black pearl boxes are the most charming, but the white pearl ones find their place admirably in the white evening ensembles which the couturiers are offering in such variety, or with an ermine coat.

Gloves with gauntlet cuffs are seen on every hand. Some lined with brightly-coloured moire, some with velvet and some with embroidered poplin. Again bags to match the lining make a set. Other gloves have gauntlets embroidered in chain stitch or appliqued with coloured leather on the side of the gauntlet.

## DANCING EXERCISES.

*Arthur Murray's partner, Aileen Meehan, demonstrates the proper step for women—as long as possible, with toe pointing backward.*

BY ARTHUR MURRAY.

DIRECTOR, NATIONAL INSTITUTE OF SOCIAL DANCING.

Before teaching people to do the actual steps in a dance like the fox trot, I first give them a series of exercises. These exercises are the basis for infinite ballroom steps and consist of movements which at first may seem entirely foreign to the ballroom dance. The object of the exercises is to train the muscles which are used in dancing.

After the pupil has brought the required muscles under control, it is a simple matter to learn the details of the dance. In most instances the pupil is capable of following her partner immediately after learning the exercises, which, by the way, bear a close relationship to physical culture exercises.

HELP FIGURE, TOO.

In my experience with teaching social dancing by giving a series of exercises, I have found that many of these exercises, in addition to teaching the person to dance, also serve as aids in developing the figure to the ideal form. That these exercises also make one graceful goes without saying.

Let us now consider some of these exercises in relation to those dancing steps for which they constitute the logical preparation, and for which they develop the co-ordination and technique necessary if one would do these dances well.

In following it is essential for the girl to dance so that her feet will always be out of reach of her partner's and at the same time she must dance with ease and without pulling away from him. The secret of knowing how to live through a dance and come out of the struggle with shoes untouched is to know how to walk.

WALKING BACKWARD.

For the lady there are two ways of dancing backward; the ordinary way is simply to walk backward, but the good dancer does more than that; when she places her foot in back she does it in such a way that it looks pretty and it will not be stepped upon.

Place the feet in what is called the first position in dancing; the the heels together and toes turned out. Move the right foot as far backward as it will go and at the same time stretch the toes well back so that only the front tip of the foot touches the floor. There should be a straight line from the hip to the big toe. Now, bring the foot back to the first position. Repeat the same exercise with the other foot.

PARTNER A PUZZLE.

This may be done to one-step music.

"I could do the steps if I only knew what my partner would do next. How can I know?" I have been asked this question almost a million times and always I think of the time I asked a doctor to cure my cold. He replied that if he knew how he would surely cure his own. So it is with a man's dancing; he himself often does not know what step he will do next, and, of course, the long-suffering partner must follow. The poor girl who has no choice in the matter can do but one thing; she must train her feet always to be ready for whatever steps the man takes a notion to do.

## JEWELS.

### Extravagent ideas from Paris.

Jewels, jewels, jewels!

And more jewels than you've ever worn before.

This is the verdict from Paris. The dinner ring that covered the entire small finger, and that you used to think so immense and pretentious, is as a diminutive doll's ring contrasted with the latest French novelties.

For instance, there's the "jewelled glove," an innovation that fills the jeweller's heart with joy and father's with despair. By it, finally, woman can wear more jewels on her hand than ever before.

The "glove" may be of diamonds, pearls or both. It hangs over the back or the hand, from a gorgeous finger ring to a still more entrancing bracelet. Platinum chains hold the stones together in an artistic design. The chains are supple and strong, and in no way hamper the free movements of the hand.

WELL, IT'S PRACTICAL.

"Indeed," says the proud designer, "though this covering is expensive, it is thoroughly practical, for the bracelet and ring may be detached and worn separately."

This same designer has directed his extravagant tastes toward the coiffure. He has achieved some novel decorations for the head.

One ornamental product of his uncurbed imagination attaches around one ear by means of a platinum thread and rests on the cheek, to replace the vanished curls of a less exaggerated bob.

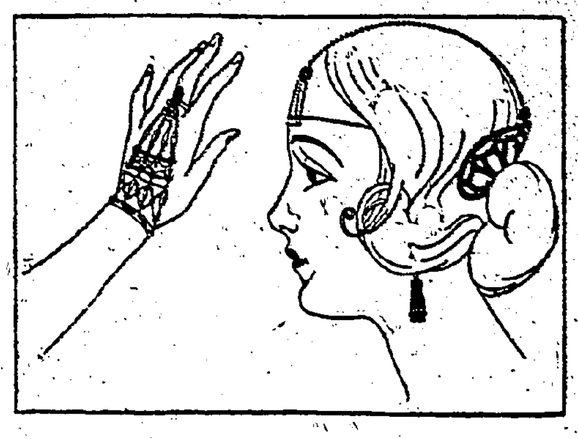
BEAUTIFIERS.

Another extravaganza consists of a bejewelled decoration running from forehead to back hair comb. Chains of tiny pearls or diamonds are worn over the entire centre, and across the forehead. These are attached to the jewelled comb in back, or under the hai at the side, with a platinum chain.

That's not all. If you are not satisfied with this show of wealth and extravagance, Paris has found a way to decorate your evening gowns with rhinestones, pearls and diamonds. These stones, nowadays, are used profusely as girdles, shoulder straps and other forms of ornamentation.

It is the court of Louis XV revived in all its splendour and magnificence. To become a member, there is only one requirement:

Money, money, money!



*Jewelled glove and hair ornaments introduced from Paris.*

## THIS WEEKS RECIPE.

### Chocolate Cream Pie.

One-half cup grated chocolate, 1 cup sugar, 2 tablespoons cornstarch, 2 cups milk, 2 eggs, 1 teaspoon vanilla, 1-8 teaspoon salt.

Melt chocolate over hot water. Mix sugar, cornstarch and salt. Add milk slowly to melted chocolate, stirring until smooth. Add dry ingredients and stir and cook over hot water until thick and smooth. Add yolks of eggs well beaten and cook a minute longer. Cool and add vanilla. Pour into a baked pie shell and cover with a meringue made with the whites of the eggs beaten until stiff and dry with one-quarter cup of sugar. Bake in a slow oven until a light brown.

## FASHIONABLE HANDBAGS.

The latest handbag resembles an elongated envelope, is flat, and has a matter-of-fact handle fixed along the top. The most expensive silk is used as covering, and a plaque of carved silver adorns one corner if not two. Set in this motif may be found a piece of mother-of-pearl, jade, or lapis lazuli.

The more ordinary-shaped bag of gathered silk has as handsome a fastening as the one of envelope shape. A small watch, mounted in a carved silver frame, and said to keep excellent time, acts as the knob.

The flat vanity case and purse combined offers many rich and rare decorations. Aubusson tapestries, worked in very fine silk, form the tops of these small bags. Finely-worked cross-stitch designs on silk gauze are let into moire silk with skill and artistic beauty. A more luxurious evening bag is studded with sapphires and diamonds. Its lining is white satin of thick quality, and the fittings are all real gold.

Small evening bags are dainty and fresh looking. Noticeable among them is a round one of velvet petals arranged like a dahlia flower. In deep violet or magenta, with a silver stalkhandle, this is charming worn with a lame dress.

## FOOTWEAR HINTS.

Many women give the impression that they have small feet when they have nothing of the kind; they appear much smaller than they are on account of the trouble taken to choose the right kind of shoes and stockings.

A short broad foot will look smaller and more attractive in a pointed shoe a little too large than it will in a short rounded shoe that fits exactly. One can always press a little cotton wool into the toes of a shoe on the large size.

Stockings lighter in colour than shoes and slippers worn with them make the feet look much smaller than stockings the same colour as the shoes.

Women with feet on the large side should never indulge in shoes made of any material such as canvas, or buy shoes part leather and part cloth.

Maize and champagne-coloured stockings and patent leather shoes are about the happiest combination for reducing the apparent size of the feet.

Brown suede shoes and mole-coloured hose are another happy blending.

Heels of another colour to the shoes reduce the apparent size of the feet, and gold and silver heels more than any others.

Buckles, or some little trimming on the instep, will make a flat foot appear normal, and if boots are worn by the flat-footed in rough weather, it is a good plan to pad the tongues of the boots with a little soft material. This will give the same effect as bows on shoes.

Many women have a habit of turning up their toes, which is not only very ugly, but will soon ruin the shape of the best shoes.

Every woman should have just as many shoes of all kinds as she can afford, and never wear the same pair two days in succession.

No matter how well all our shoes appear to fit, no two pairs fit exactly alike, unless, of course, they are made for us, and to wear one pair of shoes for days on end often means a corn, or some other trouble, as a little extra pressure will always be in the same spot.

Leather shoes, of all sorts, improve by keeping, but they should always be dressed with a little softening cream or other preparation before having a rest cure.

## A BEAUTIFUL CINEMA STAR.

*Pictured above is Carmal Myers, the beautiful movie actress of the West Coast.*

# SHIPPING NEWS

The following local shipping and mail intelligence has been corrected to noon to-day:

## Vessels Arrived.

| Vessel | Agents | From | Mooring. |
|---|---|---|---|
| Mohow | Tung Lee Seng | Haihow | O 36 |
| Taming | B & S | Manila | O 45 |
| Sicilia | P & O. | Shanghai | A 1 |
| Emp. of Russia | O P S | | Kow. Wht. |
| Tjibodas | J C J L | Amoy | A 30 |
| Yunnan | B & S | Haihow | B 23 |
| Hafthon | Li Sing Kee | Bangkok | O 19 |
| Hindenburg | Brockelman | Shanghai | A 30 |

## Clearances.

| Vessel | Agents | Where Bound | Departure. |
|---|---|---|---|
| Suiyang | B & S | Shanghai | 19th Jan. |
| Kanau | " | Chefoo | " |
| Bintang | John Manners | Bangkok | " |
| Taikoowanyi | B & S | Balikpapan | " |
| Titan | " | Singapore | " |
| Laomedon | " | | " |
| Kwai Wah | Yuen Hing | K C Wan | " |
| Hosern | Yee Tai Hong | Foochow | " |
| San Li | Po On | K C Wan | " |
| Changsha | B & S | Manila | " |
| Sekino M. | Y K K | Tamsui | " |
| Yakiko M. | " | Tai Lay | " |
| Yan On | Yan Woo | Haihow | " |
| Suisang | J M & Co. | Manila | " |
| Song Bo | M M Co. | Haiphong | " |
| Hindenburg | Brockelman | Manila | " |
| Sicilia | P & O | Singapore | 20th Jan. |
| Amakusa M. | O S K | Swatow | " |
| Hanoi | M M Co. | K C Wan | " |

## Impending Departures.

(Compiled from our Shipping Advertisements.)

| Vessel | Agents | Destination | Sailing Date |
|---|---|---|---|
| Tjisalak | J C J L | Japan | 19th Jan |
| Isla de Panay | B B | Japan | 19th " |
| Loamedon | B & S | Antwerp | 19th " |
| Changsha | B & S | Kobe | 19th " |
| West Chopaka | B & S | San Francisco | 19th " |
| Titan | B & S | Glasgow | 19th " |
| Sicilia | P & O | Bombay | 20th " |
| P. McKinley | A L | Manila | 20th " |
| Glentara | J M Co. | Hamburg | 20th " |
| Tokushima M. | N Y K | Japan | 20th " |
| Wakasa M. | N Y K | Japan | 20th " |
| Kaang | J M Co. | Swatow | 20th " |
| Isla de Panay | B B | Kobe | 20th " |
| Tingsang | J M Co. | Shanghai | 21st " |
| Andre Lebon | M M | Marseilles | 21st " |
| Hakusaki M. | N Y K | Japan | 21st " |
| Taisang | J M Co. | Haiphong | 22nd " |
| Tjibodas | J C J L | Muntok | 22nd " |
| Langton Hall | B L | Manchurian | 22nd " |
| Kwaisang | J M Co. | Swatow | 22nd " |
| Fansang | J M Co. | Shanghai | 23rd " |
| Himsang | J M Co. | Sandakan | 23rd " |
| Tjisedari | J C J L | Dalny | 23rd " |
| Korea M. | T K K | San Francisco | 23rd " |
| Anna | D & Co | New York | 23rd " |

## Impending Arrivals.

(Supplied by our Advertisers.)

| Vessel | Agents | From | Due Hongkong |
|---|---|---|---|
| Sicilia | P & O | Singapore | 19th Jan. |
| Asaros | T & Co. | Antwerp | 20th " |
| re Lebon | M M | Shanghai | 21st " |
| Persia M. | T K K | Batavia | 21th " |
| Yagamor | B & S | Singapore | 22nd " |
| Shinyo M. | T K K | Yokohama | 24th " |
| Benderan | G L & Co. | Singapore | 24th " |
| Phemius | B & S | Dalny | 25th " |

## Consignees Diary.

(Compiled from our Advertisements.)

| Vessel | Agents | Goods Stored | Free Storage Expires | Claims to be in by | Examination Date |
|---|---|---|---|---|---|
| Langton Hall | B L | Holt's | Jan. 15 | Jan 23 | Jan. 1[illegible] |
| P. Madison | A L | Bowloon | Jan. 27 | Feb 15 | Jan 21 |
| Bertram Rickmers | C B L. | Kowloon | Jan. [illegible] | Feb. 5 | Jan. 23 |

## TO-DAY'S SHARE QUOTATIONS.

STOCK EXCHANGE SHAREBROKERS' ASSOCIATION

| | | | | | |
|---|---|---|---|---|---|
| **BANKS.** | | | | | |
| H.K. & S. Bank | b. | 1120 | b. | 1120 | |
| Chartered Bank | a. | £19½ | a. | £19½ | |
| P. & O. Bank | a. | £12½ | a. | £12 | |
| Bank of E. Asia | b. | 105½ | b. | 105½ | |
| Mercantile Banks A & B | a. | £29½ | a. | £28½ | |
| Mercantile Banks C | a. | £12½ | | | |
| **MARINE INSURANCE.** | | | | | |
| Canton | b. | 725 | a. | 715 | |
| North China | b. | $140 | a. | 140 | |
| Union | b. | 236 | b. | 237 | |
| Yangtsze | a. | 26 | a. | 26½ | |
| **FIRE INSURANCES.** | | | | | |
| China Fire | b. | 140 | b. | 140 | |
| H.K. Fires | a. | 550 | b. | 550 | |
| **SHIPPING.** | | | | | |
| Douglases | b. | 36 | b. | 53½ | |
| H.K. Steamboats | b. | sa. 48 | a. | 48 | |
| Indos (Prof.) | b. | 38½ | | | |
| Indos Def. Lon/Reg. | a. | 133½ | a. | 35 | |
| Indos Def. H.K. Reg. | a. | 133½ | a. | 130 | |
| Shells | sa. | 82/- | s. | 83/- | |
| Ferries | b. | 62½ | b. | 61 | |
| H.K. Tugs | a. | 3.55 | b. 3.60 | sa. 3½ | |
| **REFINERIES.** | | | | | |
| China Sugars | b. | 265 | b. | 270 | |
| Malabon | a. | 53 | b. | 48 | |
| **MINING.** | | | | | |
| Kailan | b. | 60/- | a. | 65/- | |
| Langkats Combined | a. | 34 | b. | 34 | |
| Raubs | a. | 5.10 | b. | sa. 5 | |
| Tronohs | b. | 30/- | b. | 30/- | |
| Ural Caspians | b. | 11/- | | | |
| Benguet Consld. | a. | P. 3 | | | |
| **DOCKS WHARVES, GODOWNS &c.** | | | | | |
| H.K. Wharves | b. | 180 | b. | 178 | |
| K. Docks | sa. | 150 | sa. | 160½ | |
| Shanghai Docks | a. | 94 | a. | 92½ | |
| N. Engineerings | b. | 7 | b. | 6½ | |
| Shanghai Hangkows | b. | 175 | | | |
| **LANDS, HOTELS & BUILDINGS.** | | | | | |
| H.K. Hotels | a. | 26½ | sa. | 26½ | |
| H.K. Lands New Reg. | a. | 95 | a. | 94 | |
| H'shaeys Est. | a. | 26 | b. | 25 | |
| H.K. Realty | b. | 2.30 sa. 2.35 | b. | 2.30 | |
| Princes Bldg. | a. | 150 | a. | 150 | |
| **COTTON MILLS.** | | | | | |
| Ewo Cottons | a. | 12½ | a. | 12.40 | |
| Orientals Cottons | b. | 5½ | b. | 4½ | |
| Shanghai Cottons Old | a. | 70 | a. | 70 | |
| Shanghai Cottons New | a. | 51 | a. | 51 | |
| **MISCELLANEOUS.** | | | | | |
| Cements | sa. | 37½ | sa. | 37½ | |
| China Light | a. | 17½ | b. 17 | sa. 17½ | |
| China Providents | a. | sa. 28 | s. 27.10 | sa. 26.90/27 | |
| Dairy Farms | b. | 24 s. 25 | b. 24½ | s. 25 | |
| Electrics H.K. Old | a. | 33 | s. | 33.60 | |
| Electrics Macao | b. | 38 | | | |
| Hongkong Ropes | a. | 70 | b. 63 | sa. 64 | |
| Hongkong Tramways | b. | 25½ s. 25½ | sa. 25½/5½ | b. 25½ s. 26 | sa. 25½/26 |
| Peak Trams Old | b. | ½ | 15 | b. | 15 |
| Peak Trams New | b. | | 2½ | b. | 2½ |
| Steel Foundries | b. | | 17½ | b. sa. | 17½ |
| Water-boats | b. | | 25 | b. 24 | s. 25 |
| Watsons | b. | | 20 | | |
| Wm. Powells | b. | sa. | 17½ | b. | 17½ |
| Land Crawfords | a. | | 8 | a. | 8½ |
| Canton Ices | a. | | 6 | b. | 6 |
| H.K. Constructions | a. | | 4½ | a. | 4.90 |
| Taxis | b. | | 12½ | a. | 12.90 |
| Siacerns | a. | | 25 | | |
| Mackintosh | | | | a. | 21 |
| Nanyang Tob. | | | | | |

Hongkong, January 19, 1923.


## BANKS.

**P. & O. BANKING CORPORATION, LTD.**

(Incorporated in England 1920.)
With which is affiliated.
THE ALLAHABAD BANK LTD.
INDIA.

Authorised Capital .....£5,000,000
Subscribed and Paid up.....£2,594,160
Reserve Fund ..... £115,000

HEAD OFFICE:
122, Leadenhall Street, London E. C.

WEST LONDON BRANCH:
14—16, Cockspur Street, London S. W. 1.

EASTERN BRANCHES:
Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong and Shanghai.

The Corporation undertake General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal cities of the world.

C. CHAMPKIN,
Manager,
22 Des Voeux Road Central, Hongkong.

**THE BANK OF EAST ASIA LIMITED.**

HEAD OFFICE:
No. 10, Des Voeux Road Central, Hongkong.
ESTABLISHED 1918.

Authorised Capital — — — —$10,000,000.00
Paid-up Capital — — — —$ 5,000,000.00
Reserve Fund — — — —$ 500,000.00

DIRECTORS:
Mr. Pong Wai Ting, Chairman.
Hon. Mr. Chow Shou Son, Mr. Kan Ying Po.
Mr. Li Koon Chun, Mr. Mok Ching Kong.
Mr. Pung Ping Shan, Mr. Wong Yun Tong.
Mr. P. K. Kwok, Mr. Chan Chiar Shek.
Mr. Ruyah Tai, Mr. Ng Chang Luk.

Chief Manager: Mr. Kan Tong Po.
Asst. Manager: Mr. Li Tse Fong.

BRANCHES & AGENCIES.

| | |
|---|---|
| LONDON | NEW YORK |
| PARIS | SAN FRANCISCO |
| SHANGHAI | YOKOHAMA |
| KOBE | SAIGON |
| NAGASAKI | PENANG |
| SINGAPORE | HANKOW |
| TIENTSIN | BATAVIA |
| MANILA | SOURABAYA |
| SAMARANG | BOMBAY |
| CALCUTTA | CANTON |

London Bankers:—The London Joint City and Midland Bank, Ltd.
Every description of Banking and exchange business transacted. Loans granted on approved securities.
Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum, on Saving Accounts Four per cent per annum, and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3% per annum
For 6 months at the rate of 4% per annum
For 12 months at the rate of 5% per annum

KAN TONG PO,
Chief Manager.
Hongkong, September 24th, 1923.

**NEDERLANDSCHE HANDEL MAATSCHAPPIJ.**

(NETHERLANDS TRADING SOCIETY).
BANK.
Established 1824
Hongkong Branch established 1906.

Authorised Capital Guilders....140,000,000.00 (£12,727,000.00)
Paid-up Capital Guilders..... 80,000,000.00 (£ 7,666,675.00)
Reserve Fund Guilders ..... 19,763,130.00 (£ 1,547,420.00)
Special Reserves Guilders..... 22,650,000.00 (£ 1,968,260.00)

HEAD OFFICE:— AMSTERDAM.
Eastern Head Office:— BATAVIA.
Branches:—

| | | |
|---|---|---|
| Bandjermasin | Kota-Radja | Rotterdam |
| Bandoeng | Macassar | Samarang |
| Bombay | Medan | Shanghai. |
| Celebes | Padang | Singapore |
| Cheribon | Palembang | Soerabaia |
| Djember | Pecalongan | Soerakarta(Solo) |
| Djokjakarta | Penang | Tegal |
| Kobe | Pontianak | Tjilatjap and |
| The Hague | Rangoon | Weltevreden |

London Bankers:—The National Provincial and Union Bank of England Ltd.
Correspondents all over the World.
BANKING BUSINESS OF EVERY DESCRIPTION.

J. J. STAARGAARD,
Acting Agent.

**ORIENTAL COMMERCIAL BANK, LTD.**

HEAD OFFICE:
88 Des Voeux Road Central, Hongkong.

BRANCHES—BANGKOK—SHANGHAI.
Correspondents:—London: Westminster Bank, Ltd; New York: National City Bank; San Francisco: Union Trust Co. of San Francisco; Canton Bank.

Authorised Capital .....$5,000,000
Paid Up Capital.....$1,500,000

Modern banking in all its branches Current accounts savings accounts & fixed deposits solicited loans granted on approved security.

Overseas banking a speciality.
INTEREST.—Current accounts 2 per cent savings 4 per cent, Fixed Deposits, 3 month 4 per cent, 6 months 4½ per cent, one year 5 per cent.

Safe Deposit Boxes for Rent.

Our Vaults safeguarded by time clocks and double combination, armour plate steel doors.

J. Y. LUM,
Manager

**BANK OF CANTON LIMITED.**

HEAD OFFICE, HONGKONG.

FOREIGN EXCHANGE and General Banking Business Transacted.

INTEREST ON FIXED DEPOSITS.

For 12 Months 5% per annum
For 6 Months 4% per annum
For 3 Months 3% per annum
On Demand 2% per annum

CURRENT ACCOUNTS.

2% per annum on credit balances of over $100.00

LOOK SOON SHAN,
Chief Manager.

## BANKS.

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

HEAD OFFICE HONGKONG.

Authorised Capital ...$50,000,000
Issued & fully paid up $20,000,000
Reserve Funds:—
Sterling ..... £4,500,000
Silver .....$24,500,000
Reserve Liability of Proprietors .....$20,000,000

COURT OF DIRECTORS
Hon. Mr. A. O. Lang.—Chairman
D. O. M. Bernard, Esq.—Deputy Chairman
A. H. Compton, Esq., W. L. Pasteaden, Esq.,
O. T. M. Edkins, Esq., J. A. Plummer, Esq.
H. P. White, Esq., N. L. Watson, Esq.,
Hon. Mr. P. H. Holyoak,

Chief Manager:—
Hon. Mr. A. G. STEPHEN.
Actg. Manager: Hongkong—J. MacArthur, Esq.,
Manager: Shanghai ——G. H. Stitt, Esq.,

LONDON BANKERS:
WESTMINSTER BANK, LIMITED.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 14th. November, 1923.

**HONGKONG SAVING BANK.**

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits allowed on the minimum monthly balance at 3½ per cent per annum.

For the Hongkong and Shanghai Banking Corporation.

A. G. STEPHEN,
Chief Manager.

Hongkong, 14th. Nov., 1922.

**THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.**

Incorporated by Royal Charter 1854.

Paid-up Capital.....£3,000,000
Reserve Fund .....£3,800,000
Reserve Liability of.....
Proprietors .....£3,000,000

Foreign Exchange and General Banking business transacted.

Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON.
Manager

Hongkong, 8th. May, 1923.

**中法實業銀行公司**

**SOCIETE FRANCAISE DE GERANCE DE LA BANQUE INDUSTRIELLE DE CHINE.**

ETABLISSEMENT FRANCO CHINOIS.

(Incorporated in France)
5 Chater Road, Victoria.
Hongkong.

HEAD OFFICE:
74 Rue St. Lazare, Paris.
Subscribed Capital Frs. 10,000,000
Paid up Capital ... Frs. 2,500,000
Working fund provided by THE BANQUE INDUSTRIELLE DE CHINE.
Frs. 50,000,000.

BANKERS
FRANCE: Societe Generale, Banque Nationale de Credit. Banque de Paris et des Pays Bas.
London: The London Joint City and Midland Bank, Ltd.
New York: Irving Bank Columbia Trust Co.

Every description of Banking & Exchange Business transacted Correspondents throughout the world.

M. M. FITZ-HENRY,
Manager.

**BANQUE DE L'INDO-CHINE.**

(FRENCH BANK.)

Head Office 96, Boulevard Haussmann, Paris.

Capital — — — — —France 40,000,000
Reserves — — — — — " 30,000,000

BRANCHES AND AGENCIES.

| | | |
|---|---|---|
| Bangkok | Hongkong | Saigon |
| Battambang | Mongtze | Shanghai |
| Canton | Noumea | Singapore |
| Djibouti | Papeete | Tientsin |
| Haiphong | Pekin | Tourane |
| Hankow | Poom-Penh | Vladivostock |
| Hanoi | Pondicherry | Yunnanfu |

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industrial et Commercial; societe General.
IN LONDON: The National Provincial and Union Bank of England, Ltd: Comptoir National d'Escompte de Paris: Credit Lyonnais.
IN NEW YORK: J. P. Morgan and Co.,
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.

C. E. GOY
Manager.

Hongkong, October 31st, 1918.

**THE CHINESE MERCHANTS BANK, LTD.**

華商銀行有限公司

HEAD OFFICE:
Alexandra Building,
Chater Road.

General Banking and Exchange business transacted.
Loans granted on approved securities.
Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.
The Bank also conducts a savings Department.

K. C. LAU, Chief Manager.
Hongkong, 15th. Sept., 1915.

## BANKS.

**INTERNATIONAL BANKING CORPORATION**

(Owned by the National City Bank of New York)

Capital & Surplus ..... U.S. $12,000,000
HEAD OFFICE,
60, Wall Street New York.
LONDON OFFICE
16, Bishopsgate, E.C.

BRANCHES

| | | |
|---|---|---|
| BARCELONA | PANAMA | |
| BARCELONA | PEKING | |
| BATAVIA | PUERTO PLATA | |
| BOMBAY | RANGOON | |
| CALCUTTA | SAN FRANCISCO, CAL. | |
| CANTON | SAN FRANCISCO de MACORIS | |
| CEBU | SAN PEDRO de MACORIS | |
| COLON | SANCHEZ | |
| DAIREN | SANTIAGO de LOS CABALLEROS | |
| HANKOW | SANTO DOMINGO | |
| HARBIN | SHANGHAI | |
| HONGKONG | SINGAPORE | |
| KOBE | SOURABAYA | |
| LA VEGA | TIENTSIN | |
| MADRID | TOKIO | |
| MANILA | YOKOHAMA | |

Commercial & Travellers' Letters of Credit issued Bills of Exchange and Cable Transfers bought and sold. Current Accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

We are also able to offer our Customers the services of the Branches of the National City Bank of New York in the principal countries of South America and in the West Indies.

GEO. HOGG
Manager
3, Queen's Road Central, Hongkong.

**THE YOKOHAMA SPECIE BANK LTD.**

ESTABLISHED 1830

Capital (fully paid up).....Y. 100,000,000
Reserve fund ..... Y. 73,000,000

HEAD OFFICE, YOKOHAMA.
Branches and Agencies at

| | | |
|---|---|---|
| Batavia | Kobe | Sourabaya |
| Bombay | London | Rangoon |
| Buenos Ayres | Lyons | San Francisco |
| Calcutta | Los Angeles | Seattle |
| Changchun | Manila | Shanghai |
| Dairen (Dalny) | Nagasaki | Singapore |
| Fengtien | Nagoya | Shimonoseki |
| Mukden | Newchwang | Sydney |
| Hamburg | Osaka | Tientsin |
| Hankow | New York | Tokyo |
| Honolulu | Peking | Tsinanfu |
| Harbin | Rio de Janeiro | Tsingtau |
| Kai Yuen | Saigon. | Vladivostock |

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.

T. NISHIYAMA,
Manager.

Hongkong, 17th September, 1923.

**THE BANK OF CHINA.**

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital..$60,000,000.00
Paid up Capital..... 18,278,600.00
Reserve Funds ..... 9,629,425.24

HEAD OFFICE: PEKING
Hongkong Branch, 4, Queen's Rd. C.

Branches and Sub-branches all over China and correspondents in Europe, America and other parts of the world.
LONDON BANKER:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank. The Equitable Trust Company of New York.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.

TSU YEE PEI,
Manager.

**THE HO HONG BANK, LTD.**

和豐銀行有限公司

(Incorporated in the Straits Settlements).
Capital:

| | |
|---|---|
| Authorised ... ... ... ... | $20,000,000 |
| Issued ... ... ... ... | 8,000,000 |
| Paid up ... ... ... ... | 4,000,000 |
| Reserve liabilities of share holders ... ... | 4,000,000 |
| Reserve Funds ... ... | 600,000 |

Head Office—Singapore.
Branches Agencies and correspondents in the principal cities of the world.
HONGKONG BRANCH:
13, Queen's Road, Central
Every description of Banking and Exchange business transacted.

Local Board:
Mr. Ko Leong Hoe (Chairman)
Mr. Sun Pak Ming
Mr. Ng Chang Luk
Manager:—Mr. Han Liang Huang.
Telephone Nos. C. 4586 & 4587.

**THE INDUSTRIAL & COMMERCIAL BANK, LTD.**

HEAD OFFICE: York Building
Chater Road, Hongkong.
BRANCHES:—
Shanghai and Hankow.
Correspondents in all commercial centres of China and abroad.
PROMPT SERVICE:
Attractive rates for for all kinds to Deposits
Inquiries are Welcome.
T. H. MAI,
Manager.

**THE MERCANTILE BANK OF INDIA, LIMITED.**

Head Office: 15, Gracechurch Street.
London E. C. 3.

| | |
|---|---|
| Authorised Capital | £3,000,000 |
| Subscribed Capital | £1,800,000 |
| Paid-up Capital | £1,050,000 |
| Reserve Fund | £1,200,000 |

BANKERS
THE BANK OF ENGLAND.
The London Joint City & Midland Bank. Ltd

BRANCHES.

| | | | |
|---|---|---|---|
| Batavia | Bombay | Hongkong | Kuala Lumpur |
| Bangkok | Calcutta | Howrah | Madras |
| Colombo | Kandy | New York | Rangoon |
| Delhi | Karachi | Penang | Shanghai |
| Galle | Kota-Bharu | Port Louis (Mauritius.) | Singapore |

HONGKONG BRANCH.
Every description of Banking and Exchange business transacted.
Interest allowed on Current Accounts at two per cent per annum on Daily balances, and on Fixed Deposits at rates that may be ascertained on application.

H. C. WILSON,
Manager.

Queen's Road, Central.
Hongkong, 24th October, 1923.

## BANKS.

# ASIA BANKING CORPORATION

UNITED STATES GOVERNMENT DEPOSITORY.

Capital U.S. $4,000,000.
Head Office New York.

Owned and controlled by a group of leading American Banks under control of Federal Reserve Bank and the New York State Banking Department.

GENERAL BANKING BUSINESS.

Branches:—Shanghai, Peking, Tientsin, Hankow, Canton, Manila, Yokohama, San Francisco and Hongkong.

D. M. BIGGAR.
Manager.

## BANKS.

**THE AMERICAN EXPRESS CO.**

INCORPORATED.

INTERNATIONAL BANKING-SHIPPING-TRAVEL.

Eighty offices are established in the principal Cities of the World to provide commercial organisations and private individuals with a complete world wide, banking shipping and travel service.

COMMERCIAL LETTERS OF CREDIT.
DEPOSIT AND CURRENT ACCOUNTS.
FOREIGN EXCHANGE.
TRAVELERS CHEQUES
LETTERS OF CREDIT.
STEAMSHIP PASSAGES
BAGGAGE INSURANCES.
CABLE AND POSTAL REMITTANCES.
PURCHASE OF BILLS OF EXCAANGE

Every Approved Banking Transaction.
P. J. VAN HECKE,
Manager.

Hongkong. June. 12th 193.

**ROYAL & CO.**

Footwear Specialists
Tel. 3237.
1, D'Aguilar Street, Central.


## HONGKONG ST. ANDREW'S SOCIETY.

BURN'S NICHT DINNER

IN THE HONGKONG HOTEL

at 8 p.m. on FRIDAY, 25th. Jan.

His Excellency, Sir Reginald Edward Stubbs, K.C.M.G., will be present and will propose the toast of the evening.

Will those who desire to be present, kindly forward their names to me not later than the 22nd instant

D. K. BLAIR,
Hon. Secretary,
Hongkong St. Andrew's Society.
We *should* say!

## MONITORS IN NAVAL WARFARE.

Vice-Admiral Sir Roger Keyes, Deputy-Chief of the Naval Staff, presided at a lecture delivered at the Royal Naval Institution, by Captain E. Altham, on "Monitors in Naval Warfare."

Captain Altham said that it was a startling fact that during the great war the British Navy fired infinitely more ammunition in coastal operations than in high-sea operations.

Speaking of the aerial operations in conjunction with the Navy during the war, the lecturer said that it was his conclusion that the vital need of the naval air service was that it should be manned by naval officers trained by the Navy for use in naval operations, and anything else was incongruous, spelt insufficiency, and only led to disaster.

The large monitors were the first ships to be fitted with the bulge, and not one of these vessels was sunk by a torpedo. He commended this fact to those who said that the day of the surface ship was doomed.

## NEW FLOOR COVERINGS.

### The Bright Carpets From China.

The fashion in carpets is changing in conformity with the growing public desire for brighter and more inspiring homes, says a Home paper.

The Persian carpet, beloved by our parents and grandparents because of its durability and attractively intricate pattern, is falling before the onslaught of brighter carpets from still further east.

"Chinese carpets are becoming more and more popular," said the manager of one of the important London shops to a "*Daily Express*" representative recently. "They are doubly attractive because of their bright background and also because they are sprinkled with a pleasing variety of disconnected Oriental figures.

"The most popular backgrounds are canary, chrysanthemum, light blue, soft brown, fawn and petunia. The decorative figures are not numerous and do not give the same crowded effect as the pattern of some other eastern carpets.

"Butterflies, fans, pagodas, almond trees, and curious little Oriental boxes are strewn about in picturesque disorder. These carpets blend well with modern furniture.

"All Chinese carpets are in bordered squares, and are no more expensive, some of them less so, than Persian: and they also last almost for ever. The retail price of one of the best 12 by 9 Chinese squares is about £50. But some are much cheaper.

"English carpet manufacturers, to meet the changing fashion, are also copying Chinese patterns; consequently not only the drawing-rooms of Mayfair and Knightsbridge but those of Streatham and Lewisham are also becoming brighter and more Oriental in appearance."

England is waking up to the truth of Sir William Orpen's dictum that to produce their best Englishmen and Englishwomen must live in homes that inspire.

## ENGLISH JOCKEYSHIP.

### Americans Will Teach Us.

The following is an extract from an American writer's criticism of Donoghue's riding:—

"Steve Donoghue's riding of Papyrus in the race with Zev at Belmont Park recently showed that the English style of horse racing is years behind that of America.

"Donoghue gave racegoers another chance to see him ride at Yonkers. He had two mounts, Ladkin and Dominique, finishing third in each race. If he had been wise he would have left us with the single impression of his ride on Papyrus. As it is, those who saw him at Yonkers are wondering what kind of riders they have in England when Steve is admittedly the best. Compared with the boys he rode against at Yonkers, Donoghue appeared amateurish. He finished with a long, loose rein on both *Ladkin* and *Dominique*, a style which in itself seemed enough to beat both. The horses had to run without any of the steadying hold that all of them seemed to need, and finished on their own courage.

"At the barrier Donoghue was given plenty of room and respectful consideration by the other riders. Twice on Ladkin he allowed his mount to lunge at the webbing and broke the tape each time. Had he not been a distinguished visitor Cassidy might have set him down. Next year some of the best American horses and jockeys will go to England, and they will contribute something to Turf history on the other side."

PACIFIC SHIPPING.

CANADIAN PACIFIC
STEAMSHIPS LIMITED

## HOME VIA CANADA

HONGKONG TO ENGLAND

Via Shanghai, Nagasaki, Kobe, Vancouver, Montreal & Quebec.

| | From Hongkong | Due Vancouver | | From Canada | Due England |
|---|---|---|---|---|---|
| EMPRESS RUSSIA | Feb 7 | Feb 18 | MARLOCK | Mar 7 | Mar 16 |
| EMPRESS AUSTRALIA | Feb 12 | Mar 12 | MELITA | Mar 19 | Mar 28 |
| EMPRESS ASIA | Mar 13 | Mar 21 | MONTROSE | Apr 11 | Apr. 13 |
| EMPRESS RUSSIA | Apr 3 | Apr 21 | MONTROYAL | May 2 | May 9 |

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg & Hamburg.
Allotment: 2 Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

HONGKONG-MANILA SERVICE.

Commencing with the arrival of the Empress of Russia, 25th March, the Empress of Russia and Empress of Asia will make the round trip to Manila from Hongkong, leaving Hongkong on Wednesday after arrival, arriving Manila, Friday Morning, leaving Manila Saturday Evening and arriving Hongkong Monday Morning, 7 a.m.
Three Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments & Drawing Rooms.
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752 Cables: GACANPAC
Freight and Express: Tel. 42 Cable: SAETILUS

ADMIRAL ORIENTAL LINE

ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN STEAMERS TO
SEATTLE & VICTORIA
SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT McKINLEY" ..... Jan. 29th.
"PRESIDENT JACKSON" ..... Feb. 10th.
"PRESIDENT JEFFERSON" ..... Feb. 22nd.
"PRESIDENT GRANT" ..... March. 5th.
"PRESIDENT MADISON" ..... March. 17th

TO EUROPE
£120—£112—£110

First Class in the Pacific. First Class on American or Canadian Railways. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT McKINLEY" ..... 22nd Jan., 5 p.m.
"PRESIDENT JACKSON" ..... 1st Feb.
"PRESIDENT JEFFERSON" ..... 13th Feb.

Through Bills of Lading to all United States and Canadian Overland Points: also via Panama Canal Lines to Atlantic Ports.
Copies of this paper on file in our offices SEATTLE, CHICAGO, NEW YORK.

For Passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE.
Hongkong and Shanghai Bank Building Ground Floor.
Telephone Central 2477 & 2478 No. 4. Des Voeux Road.

NORDDEUTSCHER LLOYD
BREMEN

FREIGHT & PASSENGER SERVICE.

| Steamer | Tons | Sailing Day | Destination |
|---|---|---|---|
| *SAARBRUCKEN | 9,450 | 10th Feb. | Manila, Singapore, Belawan, Colombo, Port Said, Genoa, Rotterdam and Hamburg |
| AACHEN | 6,000 | 14th March | |
| LUDWIGSHAFEN | 6,000 | 20th March | |
| *DERFFLINGER | 9,150 | 4th April | |
| *COBLENZ | 9,450 | 2nd May | |
| PFALZ | 7,150 | 16th June | |
| *TRIER | 9,450 | 24th June | |

All dates subject to change without notice.
*Excellent accommodation for passengers.
Fares from Hongkong to Genoa from £46. upward.

MELCHERS & Co.,
Agents,
Tel. Central 4557. Queen's Building.

PACIFIC SHIPPING.

FREIGHT AND PASSENGER
THE NEW FAST AMERICAN
STEAMERS TO
MANILA, SINGAPORE, PENANG, COLOMBO, NAPLES, GENOA, MARSEILLES, BOSTON, NEW YORK.

"PRESIDENT HARRISON" ..... Feb., 5th
"PRESIDENT HAYES" ..... Mar., 4th
"PRESIDENT ADAMS" ..... Apr., 1st
"PRESIDENT GARFIELD" ..... Apr., 15th

FROM SAN FRANCISCO FOR HONOLULU, KOBE, SHANGHAI AND HONGKONG.

"PRESIDENT HAYES" ..... Feb., 2nd
"PRESIDENT ADAMS" ..... Mar., 1st
"PRESIDENT GARFIELD" ..... Mar., 15th
"PRESIDENT POLK" ..... Mar. 29th

FREIGHT SERVICE
FROM HONGKONG
FOR NEW YORK & BOSTON VIA PANAMA.

"STUART DOLLAR" ..... Jan., 25th

FOR NEW YORK, BOSTON & BALTIMORE VIA SUEZ

"VIRGINIA DOLLAR" ..... Feb., 23rd
"ESTHER DOLLAR" ..... Mar., 24th

FOR SAN FRANCISCO & SAN PEDRO.

"STUART DOLLAR" ..... Feb., 2nd

Through Bills of Lading to all United States and Canadian Overland Points & Havana.
For Passage and Freight bookings, apply to

DOLLAR STEAMSHIP LINE.
Hongkong & Shanghai Bank Building, Ground Floor.
Tel. No. 2477 & 2478 No. 4 Des Voeux Road.

T. K. K.

THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE
£120 £112-£110

HONGKONG TO SAN FRANCISCO
VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU

| Steamers. | Tons. | Leave Hongkong. |
|---|---|---|
| KOREA MARU | 20,000 | Jan. 22. |
| SHINYO MARU (Calling at Manila) | 22,000 | Feb. 1. |
| SIBERIA MARU (Calling at Dairen) | 20,000 | Feb. 17. |
| TAIYO MARU (From Kobe) | 22,000 | Mar. 14. |
| TENYO MARU (From Kobe) | 22,000 | Mar. 25. |

HONGKONG TO VALPARAISO
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AYRES.

| Steamers. | Tons. | Leave Hongkong. |
|---|---|---|
| RAKUYO MARU | 18,500 | Jan 25. |
| GINGO MARU | 16,000 | Mar. 13. |
| ANYO MARU | 18,700 | Apr. 24. |
| SEIYO MARU | 14,000 | June 10. |

Through Bills of Lading issued to all United States Overland Ports: also via Panama Canal Lines to Atlantic Ports.
For Full Information regarding passenger accommodation, Freight and Sailings Apply to

Agents at Canton.
Messrs. T. E. GRIFFITH Ltd.

Y. TSUTSUMI, Manager.
King's Building.
Tel. Central Nos. C. 2374 & 2375.

COMPANIA TRASATLANTICA DE BARCELONA
(Spanish Royal Mail Line)
MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.
ISLA DE PANAY 8th Feb. LEGAZPI ... about 30th Mar.
C. LOPEZ Y LOPEZ 11th May
SHANGHAI, NAGASAKI KOBE & YOKOHAMA.
ISLA DE PANAY 29th Jan. LEGAZPI ... about 12th Mar.
C. LOPEZ Y LOPEZ 28th Apr.
The steamers of this Company are classed 100 A1 at Lloyd's and are fitted with every modern convience for comfort and safety of passengers Stewardess and Doctor carried.
For particulars of freight or passage apply.—
SOTELHO BROS.
(Tel. 1551) Alexandra Buildings, Hongkong.

BOSTON & NEW YORK.
Joint Service of the
"BLUE FUNNEL LINE"
(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)
AND
AMERICAN & MANCHURIAN LINE
(Ellerman & Bucknall S.S. Co., Ltd.)
Sailings from Hongkong.

| | | |
|---|---|---|
| S.S. LANGTON HALL | ... via Suez Canal ... | 22nd Jan. |
| S.S. HYSON | ... via Suez Canal ... | 5th Feb. |
| S.S. CITY OF MANILA | ... via Suez Canal ... | 9th Feb. |
| S.S. IXION | ... via Suez Canal ... | 21st Feb. |

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.
For freight and particulars apply to.
BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON: HOLYOAK, MASSEY & Co. Ltd., CANTON

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE
(Direct)

"LAOMEDON" 19th Jan. Amsterdam, London & Antwerp
"LYCAON" 29th Jan. London, Rotterdam & Hamburg
"MENTOR" 4th Feb. London, Rotterdam & Hamburg
"AGAPENOR" 11th Feb. A'dam, L'don, Rotterdam, A'werp

LIVERPOOL SERVICE
(Direct or via Continental Ports)

"TITAN" 19th Jan. Genoa, M'lles, Liverpool & Glasgow
"CYCLOPS" 3rd Feb. M'lles, Havre, Liverpoo' & Glasgow
"TALTHYBIUS" 20th Feb. Genoa, M'lles, Liverpool & Glasgow

PACIFIC SERVICE
(via Kobe and Yokohama)

"TYNDAREUS" 30th Jan. Victoria, Seattle & Vancouver
"PROTESILAUS" 16th Feb. Victoria, Seattle & Vancouver

NEW YORK SERVICE
(via Suez or Panama)

"HYSON" 5th Feb. via Suez & Boston
"IXION" 21st Feb. via Suez & Boston

PASSENGER SERVICE

"MENTOR" 4th Feb. for Singapore & London.
"TEIRESIAS" 16th Feb. for Shanghai.
"TEIRESIAS" 17th Mar. for Singapore & London
"SARPEDON" 21st Apr. for Singapore, Marseilles & London
"PATROCLUS 19th May. for Singapore, Marseilles & London"

For Freight and Passage Rates and all information Apply to:—
BUTTERFIELD & SWIRE
AGENTS

SERVICE TO NEW YORK.

NEW YORK and or BOSTON via PANAMA.

For freight, space and particulars apply to

BARBER STEAMSHIP LINE, INC.
ADMIRAL ORIENTAL LINE.
AGENTS
4, Des Vœux Rd. C. H.K. & Shai Bank Bldg. Ground Floor.
Telephone Central 2477 & 2478.

STRUTHERS & BARRY.
OPERATING U.S. GOVERNMENT SHIPS.
EXPRESS FREIGHT SERVICE
To Los Angeles & San Francisco from Hongkong by Direct Route.

U.S.S.B. "West Chopaka" ... Due Hongkong 17th Jan. Leaves Hongkong 19th Jan.
U.S.S.B. "West Faralon" ... Due Hongkong 27th Jan. Leaves Hongkong 29th Jan.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

For Saigon, Singapore, Manila and P. I. Ports.

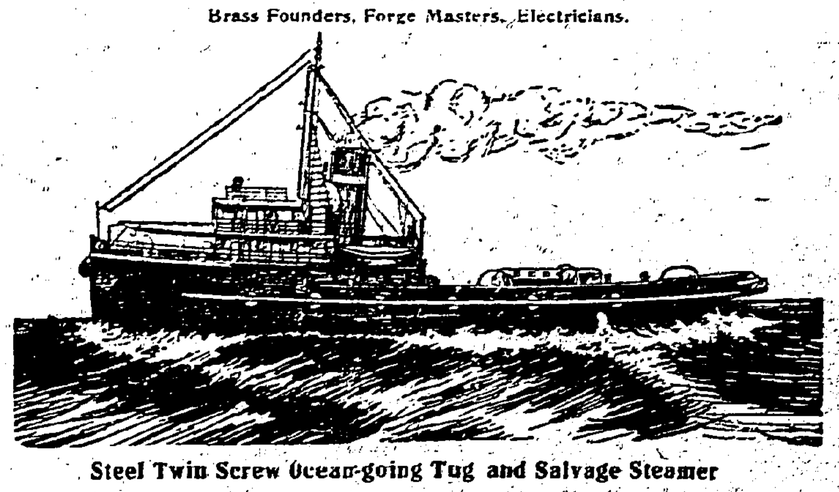
U.S.S.B. "West Montop" ... ... Due Hongkong 26th Jan. Leaves Hongkong 27th Jan.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED
For Full Information apply to

STRUTHERS & BARRY.
L. EVERETT. 1st Floor Queen's Building.
General Agent for Phone Central No. 3008.
Japan-China-Philippines. A. E. FRANCK, Actg. Res. Agent.
Indo-China-Straits & Java.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG
Code Used: A1, A.B.C. Fifth Edition, Engineering, First and Second Edition, Western Union and Watkins
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin Screw Ocean-going Tug and Salvage Steamer
"Henry Keswick"
Built, engined and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 166' B.P., Breadth 34' (m) Depth 17' (m) I.H.P. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.
Please address enquiries to the Chief Manager:
R.M. DYER, B. Sc., M.I.N.A., Kowloon Dock, Hongkong.


## $2,600 FINE.

### HEAVY PENALTY FOR JAPANESE SAILOR.

Two Japanese quartermasters on board the s.s. Sekino Maru were charged before Mr. G. N. Orme yesterday, with being in possession of 120 taels of prepared opium.

The first defendant pleaded guilty, saying that a friend gave him a parcel, which, he said, contained medicine. Defendant took the parcel ashore to see what was in it, and was arrested.

Mr. Orme fined the defendant $2,000 or six months' hard labour.

The second defendant pleaded not guilty and was discharged.

## HONGKONG'S YELLOW SONGSTERS.

### How the World is "Informed."

Much amusement can be obtained from the Chinese hawkers in Hongkong. A Chinaman always tries to sell his goods with a smile on his face, and it would appear to be a matter of supreme indifference to him whether you are a purchaser or not.

When a liner arrives a large number of small boats full of Chinamen selling their wares, shoot into the side. The most common merchandise are canaries, for which the place is famous, and the air is filled with their song.

The Chinese hawker is delighted if he should ever get the price he asks. He will do you down without the slightest qualm, and it is no uncommon thing to find after you have bought it that your canary is a sparrow carefully painted yellow.

They all sing well at the time, but sometimes they are doped, and after a few days their singing diminishes to a few chirrups. On a recent occasion, being short of ready money, and knowing that a China man is very fond of clothes, I had the bright idea of offering some in exchange for birds. I accordingly produced from my cabin an old pair of black trousers that had gone green in the sun. There was great competition amongst the Chinese for these and eventually I collected two nice-looking canaries and a cage. The Chinaman handed these up to me at the end of a long stick, and seemed quite satisfied with his bargain. But the Fates were against me. I left my canaries outside my cabin, and in the morning when I went to feed them they were missing. Someone had stolen them through the port-hole.

Again I looked through my luggage, and found an old felt hat. This only produced one canary and cage, which I brought to England.

When I left Hongkong there were 80 canaries in all on the boat amongst passengers and crew. Very few survived the voyage, and those that did caused trouble with the customs authorities. "Way East" in *Daily Despatch*.

Shipping to Europe, Australia, and other Ports.

## P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

TO

Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australiasia, Including, New Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H. M. GOVERNMENT.)

| S.S. | Tons | From Hongkong (about) | Destination |
|---|---|---|---|
| SICILIA | 6,813 | 20 Jan. noon | S'pore, P'ang, C'bo & B'bay |
| MACEDONIA | 11,089 | 26 Jan. noon | B'bay, M'les, L'don, A'werp |
| KASHGAR | 8,840 | 9th Feb. | M'les, London, & Antwerp |
| SOUDAN | 6,696 | 16th Feb. | S'pore, P'ang, C'bo & B'bay |
| MOREA | 10,911 | 23rd Feb. | B'bay, M'les, L'don, A'werp |
| ALIPORE | 5,273 | 28th Feb. | S'pore, Colombo & Bombay |
| PERIM | 7,648 | 6th Mar. | S'pore, Colombo & Bombay |
| KARMALA | 9,098 | 8th Mar. | M'les, London & Antwerp |

BRITISH INDIA-APCAR SAILINGS (South)

| | | | |
|---|---|---|---|
| TORILLA | 5,205 | 27th Jan. | S'pore, Penang & Calcutta |
| JAPAN | 6,052 | 5th Feb. | S'pore, Penang & Calcutta |

EASTERN & AUSTRALIAN SAILINGS (South)

| | | | |
|---|---|---|---|
| ST. ALBANS | 4,500 | 2nd Feb. | Manila, S'kan, Thurs., Is. |
| EASTERN | 4,000 | 27th Feb. | Cairns, Townsville, B'bane, |
| ARAFURA | 6,000 | 2nd Apr. | Sydney & Melbourne. |

Frequent connection from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver San Francisco etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape
The New Zealand Shipping Co.'s steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

| | | | |
|---|---|---|---|
| KARMALA | 9,098 | 26th Jan. | Shanghai, Moji & Kobe |
| TANDA | 6,956 | 30th Jan. | Moji & Kobe |
| PERIM | 7,648 | 31st Jan. | Shanghai & Kobe |
| SOUDAN | 6,696 | 1st Feb. | Shanghai |
| EASTERN | 4,000 | 2nd Feb. | Moji & Kobe |
| NALDERA | 15,993 | 9th Feb. | Shanghai, Moji & Kobe |
| TAKADA | 6,949 | 14th Feb. | Moji & Kobe |

*All dates are approximate and subject to alteration without notice.*

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2½ft. x 2ft. x 1ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to

MACKINNON, MACKENZIE & Co.,
22, Des Vœux Road, Central. Agents.

## GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

| OUTWARDS. Vessel. | Due Hongkong. | HOMEWARDS. Vessel. | Leaves Hongkong. |
|---|---|---|---|
| GLENSANDA | 28th Jan. | GLENTARA | 20th Jan. |
| PEMBROKESHIRE | 14th Feb. | London, Rotterdam & H'burg | |
| RADNORSHIRE | 25th Feb. | GLENBEG | 1st Mar. |
| GLENLUCE | 10th Mar. | Genoa, L'don, R'dam & H'burg | |

Movements are subject to change without notice.

For freight or further particulars please apply to:—

JARDINE MATHESON & CO., LTD.
AGENTS THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3696.

## M MESSAGERIES MARITIMES M

SERVICES CONTRACTUELS

| Mail Steamers | Next Sailings from Marseilles | Pro. arr. at Hkg. and Sailing for S'hai & Japan | Pro. Sailing from H'kong for M'lles |
|---|---|---|---|
| ANDRE LEBON | — | — | 21st Jan. |
| AMBOISE | | | 5th Feb. |
| CORDILLERE | — | — | 18th Feb. |
| ANGERS | 28th Dec. | 31st Jan. | 3rd Mar. |
| CHILI | 10th Jan. | 10th Feb. | 9th Mar. |
| PORTHOS | 24th Jan. | 24th Feb. | 23rd Mar. |

RATES OF PASSAGE MONEY TO MARSEILLES.
(including Table Wine and free Doctor's attendance)

A Class Steamers: 1st Class £95.0.0, 2nd Class £68.0.0
B. Class Steamers: 1st Class £89.0.0, 2nd Class £62.0.0

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

S.S. loading for Manila, Marseilles, Havre, Antwerp & Dunkirk about

Also through Bills Lading issued to Helsinfors, Reval & Riga.

For full particulars apply to:

Messageries Maritimes Co.
3 Queen's Building.

Telephone Central 740

CONSIGNATION. TRANSIT. REPRESENTATION.

Y. K. K.

## Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN
KEELUNG, HONGKONG, CANTON & HAIPHONG.
Sailing from Hongkong.

FOR CANTON
S.S. "TAIKWA MARU" ... ... on or about Jan.
FOR HAIPHONG via Hoihow & Pakhoi
S.S. "TAIKWA MARU" ... ... on or about Jan.
FOR KEELUNG via Swatow & Amoy
S.S. "NANYO MARU No. 1" ... on or about Jan.

For further particulars, please apply to—

Branch Office, No. 37, Bonham Strand, West. Tel. Central No. 155.
MATARAI, AGENT, Top Floor, King's Building, Tel. Central No. 140.

Shipping to Europe, Australia, and other Ports.

## N.Y.K.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.
Through passage rates to Europe via America G. $405, G. $420, G. $440.

IYO MARU ... ... ... ... Monday, 28th Jan. at 11 a.m.
SHIDZUOKA MARU ... ... ... ... Wednesday, 20th Feb

MARSEILLES, LONDON & ANTWERP via Singapore, &c.
SUWA MARU ... ... Wednesday, 30th Jan. at 11 a.m.
FUSHIMI MARU ... ... ... ... Wednesday, 13th Feb.

HAMBURG via LONDON & ROTTERDAM.
MITO MARU ... ... ... ... ... ... ... Middle of Feb.

LIVERPOOL via MARSEILLES & VALENCIA.
DURBAN MARU ... ... ... ... ... ... First half of Feb.

SYDNEY & MELBOURNE via Manila, &c.
MISHIMA MARU ... ... ... Sunday, 27th Jan. at 11 a.m.
AKI MARU ... ... ... ... ... Wednesday, 13th Feb.

NEW YORK and/or BOSTON via PANAMA.
MAYEBASHI MARU ... ... ... ... ... Tuesday, 12th Feb.

BUENOS AIRES via Singapore, Durban & Cape Town.
KAWAKURA MARU ... ... ... ... ... Second half of Feb.

BOMBAY via Singapore & Colombo.
MOJI MARU ... ... ... ... ... ... Monday, 28th Jan.
HAKODATE MARU ... ... ... ... Wednesday, 6th Feb.

CALCUTTA via Singapore, Penang & Rangoon.
MALACCA MARU ... ... ... ... ... Sunday, 27th Jan.
OSAKA MARU ... ... ... ... ... Saturday, 9th Feb.

NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU ... ... ... ... ... Thursday, 14th Feb.

SHANGHAI, KOBE & YOKOHAMA.
HAKOZAKI MARU ... ... ... ... ... Monday, 21st Jan.
WAKASA MARU ... ... ... ... ... Wednesday, 23rd Jan.
TOKUSHIMA MARU ... ... ... ... Saturday, 26th Jan.
YAMAGATA MARU (For Moji & Kobe) Sunday, 20th Feb.

For further information apply to:— NIPPON YUSEN KAISHA.
Tel. Central Nos. 292, 293 & 2422. Y. YAMAMOTO, *Manager*.

## DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "KENDAL CASTLE" ... Sailing on or about 25th Jan.

## LLOYD TRIESTINO.

Taking Cargo for Genoa, Naples, Venice, Trieste and all other Italian Ports also cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS, REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

S.S. "ANNA" ... ... ... ... Sailing on or about 23rd Jan.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "ROSANDRA" ... ... Sailing on or about 3rd Feb.

For BRINDISI, VENICE & TRIESTE.
via Singapore, Penang and Colombo.

S.S. "DUCHESSA D'AOSTA" Sailing on or about 7th Feb.
S.S. "PERSIA" ... ... ... Sailing on or about Early Feb.

This steamer has been specially chartered to facilitate the forwarding of cargo intended for the reconstruction of the devastated areas in Japan.

## NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI" Sailing from Calcutta on or about 7th Feb.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD.,
Telephone Central 1030. Agents.

## AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

| Steamer. | Arrives Hongkong from Australia. | Leave H'kong for M'la, S'kan, Thurs. Is & A'lian ports. |
|---|---|---|
| CHANGSHA | In port | 19th Jan. at 10 a.m. |

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried, Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire,
(JOHN SWIRE & SON, LTD.)
Telephone Central No. 36. Agents.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

Projected Sailings from Hongkong
Subject to alteration.

City of Cambridge 28th Jan. M'les, London, R'dam & H'burg.

PASSENGER SERVICE.

| | | |
|---|---|---|
| City of York | 18th Feb. | Shanghai & Kobe. |
| City of Canterbury | 21st Feb. | Marseilles, London, etc. |
| City of York | 30th Mar. | do. |
| City of Cairo | 18th Apr | do. |

FARES TO LONDON.

Single 1st Class A £93. B £84. 2nd Class A £62. B £55.
Return 1st Class A £161. B £147. 2nd Class A £108. B £9[illegible].

Cargo Steamers Saloon Passage £55.

For further particulars apply to

HOLYOAK, MASSEY & CO., LTD. CANTON.
TIEN PAO LINE, LTD. Tel. Central 780.

COAST SHIPPING.

## INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

| Destination. | Steamer. | Sailings. |
|---|---|---|
| MANILA | Suisang | Sat. 19th Jan. at 11 a.m. |
| SHANGHAI via Ningpo | Esang | Sun. 20th Jan. at 7 a.m. |
| KOBE via Dalny, Y'hama | Kutsang | Sun. 20th Jan. at noon. |
| SHANGHAI | Tingsang | Mon. 21st Jan. at 9 a.m. |
| HAIPHONG | Taisang | Mon. 21st Jan. at noon. |
| BANGKOK via Swatow | Kwaisang | Tues. 22nd Jan. at noon. |
| TAO via S'tow & S'hai | Fausang | Wed. 23rd Jan. at 7 a.m. |
| SANDAKAN | Hinsang | Wed. 23rd Jan. at 1 p.m. |
| HAIPHONG via Hoihow | Mingsang | Fri. 25th Jan. at 10 a.m. |
| SHANGHAI via Swatow | Walshing | Sun. 27th Jan. at 7 a.m. |
| STRAITS & Calcutta | Fooksang | Tues. 29th Jan. at 3 p.m. |
| BANGKOK via Hoihow | Chunsang | Wed. 30th Jan. at noon. |

Calcutta Line:—This Line now affords regular sailings to Calcutta, Penang and Singapore: Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.
All steamers have excellent passenger accommodation are fitted with Electric Light & Fans & carry a fully qualified surgeon.

Shanghai Line:—Sailings approximately every three day between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtsze Ports via Shanghai.

Manila Line:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

Haiphong Line:—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

Borneo Line:—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

Tientsin Line:—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.

Bangkok Line:—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

## CALCUTTA LINE.

S.S. "Fooksang" will be despatched on or about Tuesday, 29th Jan. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:—

JARDINE, MATHESON & Co., Ltd.
Telephone Central No. 215. *General Managers.*

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cusine.

For Swatow, Amoy and Foochow and Returns,
(Occupying 9 to 10 days.)

| Steamships. | Captain. | Leaving. |
|---|---|---|
| Haihong ... | W. C. Passmore | TUES., 22nd Jan. at 1 p.m. |
| Haifoong ... | Ellis Walker..... | FRI., 25th Jan. at 1 p.m. |
| Haiching ... | A. H. Stewart ... | TUES., 29th Jan. at 1 p.m. |

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

## KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

## S.S. VAN OVERSTRATEN

will be despatched on 18th Jan.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

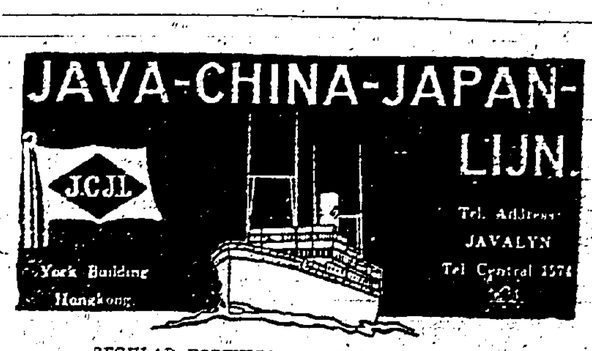
Offers excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraphy.

1st. CLASS FARE to SINGAPORE $100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents:—JAVA CHINA JAPAN LIJN,
Telephone Central No. 1574. York Building, Charter Road.

## JAVA-CHINA-JAPAN-LIJN.




REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

| Steamers | From | Expected on or about | Will leave on or about | For |
|---|---|---|---|---|
| Tjisalak | S'baia-M'sar. | In port | 19th Jan. | Japan |
| Tjibodas | Shanghai | In port | 22nd Jan. | B'via via M'tok |
| Tjisondari | Java | In port | 23rd Jan. | |
| Tjipanas | Java | 22nd Jan. | — | — |
| Tjihwong | S'baia-M'sar | 24th Jan. | 26th Jan. | Shanghai |
| Tjikini | Japan | 26th Jan. | 26th Jan. | Makassar. |
| Tjikembang | N. China | 27th Jan. | 29th Jan. | Batavia |

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

CONSIGNEES.

The Steamship "PRESIDENT MADISON" having arrived from MARILA, P. I. on Jan., 15th. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, & stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 21st. Jan., by the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after January 22nd, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board, Emergency Fleet Corporation, Agents,
ADMIRAL ORIENTAL LINE,
4, Des Vœux Road,
Hongkong, January, 15th. 1924.

NOTICE TO CONSIGNEEES.

SERVICES CONTRACTUELS des MESSAGERIES MARITIMES.

S.S. "CORDILLERE"

Consignees of Cargo from Marseilles &c., also cargo ex s.s. "YANG TSE" from Cognac &c.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 23rd. instant at Noon will be subject to rent and lading charges.

All claims must be sent in to me on or before the 27th. Jan., 1924. or they will not be recognized.

All damaged packages will be examined on Wednesday the 23rd. inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire insurance has been effected.

R. RODENFUSER,
Acting Agent.
Hongkong, 17th. Jan., 1924

NOTICE TO CONSIGNEES.

RICKMERS LINE.

From HAMBURG & ANTWERP.

The Steamship "BERTRAM RICKMERS" Having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before noon to-day.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on 23rd inst.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

CARL BUDIKER & CO'S.
Agents Rickmers Line.
Hongkong, 17th. Jan. 1924.

## NOTICE.

RICHARD
BONELLI

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Telegraphic Address:—CENTRA, SHANGHAI.
**Astor House Hotel.** **Palace Hotel.**
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PEKING.

Telegraphic Address:—WAGONLITS, PEKING.
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THE HONGKONG & SHANGHAI HOTELS, LTD.
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## GIANTS OF OLD.

### Easter Island Reports.

The belief in the existence of human beings of enormous stature has been prevalent from time immemorial, says an exchange correspondent. Such belief, no doubt, had sprung up from many different sources. Remains of gigantic animals had been found from time to time, and if, in prehistoric days, the ancestors of known animals were of such huge size, why not the ancestors of man? Then again, ruins of enormous size, built with colossal stones ,dolmens, menhirs, cromlechs, standing stones, trilithons, pyramids,—and many other monuments engineered and constructed by a seafaring race—bore more tangible proofs of a physically powerful nature in the bodies of those wonderful builders than all the fantastic and fabulous creations of Homeric minds.

The known regions of the northern hemisphere had been searched with zeal, but neither the ancient remains nor any living specimen of men of gigantic stature had been found however, the belief in the existence of giants was not destroyed.

Then, towards the end of the 16th. century a sudden change took place. All the old beliefs were revived, for the world had grown larger, and the newly discovered regions opened out a new field of research. In this area the Australasian regions seem to have been remarkably favoured; for as soon as the new maps showed the discoveries made by Magellan and the other navigators who rounded the "Cape" (which they named "of Good Hope), islands and promontories appeared in various seas with inscriptions denoting that they were inhabited by "giants."

The pioneers of the Southern Seas, the Portuguese and Spanish navigators, were the first to meet with giants. All the various narratives, however, especially the Dutch ones, are so exaggerated that they are quite laughable.

Pigafetta, one of the historians of Magellan's voyage, speaking of one of the first natives that they met with in Patagonia, says:—"So tall was this man that we came up to the level of his waistbelt." The Spaniards concluded that they had come upon a race of giants. Darwin, in his "Voyage of the Beagel," says referring to those Patagonians: "On an average their height is about 6ft, with some men taller, and only a few shorter." The Dutch, however, were the first to enlarge beyond bounds the height and proportion of the tall men they came across. In the descriptions given by them we get the following exaggerated dimensions:—Referring to the Dutch visit to Easter Island, Harold Vivian says that Behrens solemnly states that "a boat came off to the ship steered by a single man, a giant 12 ft high: surprising, as it may appear, the tallest men on board our ship could pass between the legs of these children of Goliath without bending the head . . . The women cannot compare in stature with the men, as they are commonly not above 10 ft high."

FIRST EUROPEAN VISITOR.

A buccaneer named Davis is said to have been the first European to sight Easter Island—this was in the year 1686. Whether he ever landed there or not nobody seems to know, but in the year 1774 Captain Cook commemorated Davis's advent by calling the island Davis Land. Did Cook know—I suppose he did not—that a German named Roggewein (some call him a Dutchman) landed there on Easter Day—of all the days in the year to land amongst inoffensive people and murder them—landed there with 150 armed soldiers and seamen, who began pushing their way through a crowd of natives bearing presents of vast quantities of fowls and sweet potatoes. The cowardly soldiers fired their muskets among the poor, simple creatures and thus killed a great number. The natives only retaliated by renewed offerings of provisions, and by all, men, women, and children, offering the palm branch of peace.

By the bye, Roggewein could not have been a German, although his cruel ways were German, for certain peculiarities about that clumsy poltroon stamp him at once as a Dutchman. I need only mention one—his fear of giants.

Having noticed colossal statues lying about (one 70ft in height), he came to the conclusion that the island was inhabited by giants.

Tasman, another Dutchman, also had giants on the brain. When he discoved the land which he named Anthoni Van Diemen's Landt, now known as Tasmania, he sent some sailors ashore before venturing there himself. These men heard strange noises in the bush, and saw trees of enormous height, in which notches were cut 7ft. apart. These they rightfully concluded to be the steps used by the natives in climbing the trees, and Tasman wrongfully concluded that seven steps apart connoted giants of wonderful size. Tasman, the next day, allowed the carpenter to swim ashore; pluckly man that carpenter and set up the Dutch flag: but having seen himself, with his own eyes, from his ship, what he thought to be men of extraordinary stature moving about on shore, he at once shipped anchor and ran away.

Further to the east he discovered the islands of Tawai, Pounamou, and Ika Namaowee, now known as New Zealand, and left on record again that he had seen giants there, because, three Maori warriors defiantly looked at him from some small islands to the north of New Zealand, now known as the Tree Kings.

Was it an "idea floating in the air?" Had there been giants in the days of long, long ago, when kangaroos of enormous size leapt about on southern continents, when in other countries Brontosaurus and Deimosaur giraffes, weighing 50 tons, gathered their food from trees at a height of 75 feet without having to stresch their necks? If so, that would explain how the enormously heavy stones that were used in construction by those long-eared men were easily moved, and how statues 70 feet high were carved; but if such giants have existed we would find some relics of their bones or skulls. No giant skulls have been found yet. May be they are under water? Who can say?

Easter Island and many other islands in the Pacific are merely the hilltops of a vast continent that became submerged, and the inhabitants of which a seafaring people, removed to other lands; hence the similarity in architecture, design, legend, etc., that are to be found in those hilltops, and which extend to Peru, Mexico, and along the seashores and islands of Europe.

The trilithons and standing stones are to be found along the shores to which those people migrated.

## EXCHANGE.

*(Opening Rate: closing Rate on Page 1.)*

SELLING.

| | |
|---|---|
| T/T | 2/4 |
| Demand | 2/4.1/16 |
| 30 d/s. | |
| 60 d/s. | |
| 4 m/s. | 2/4½ |
| T/T. Shanghai | Nom. |
| T/T. Singapore | 93½ |
| T/T. Japan | 117½ |
| T/T. India | 163 |
| Demand India | — |
| T/T. San Francisco and New York | 49½ |
| T/T. Java | 136 |
| T/T. Marks | Nom. |
| T/T. France | 10.80 |
| Demand, Paris | — |

BUYING.

| | |
|---|---|
| 4 m/s. L/C. | 2/4 13/16 |
| 4 m/s. D/P. | 2/4 15/16 |
| 8 m/s. L/C. | 2/5 |
| 60 d/s. Sydney and Melbourne | 2/5½ |
| 30 d/s. San Francisco and New York | 50½ |
| m/s. Mark | Nom. |
| 4 m/s. France | 11.40 |
| 6 m/s. ,, | 11.55 |
| Demand, Germany. | |
| Demand, New York | 49½ |
| T/T. Bombay | — |
| Demand, Bombay | 163 |
| T/T. Calcutta | — |
| Demand, Calcutta | 163 |
| On Yokohama | 119½ |
| Demand, Manila | 98½ |
| Demand, Singapore | 99½ |
| Demand, Batavia | 136 |
| On Haiphong | Nom. |
| On Saigon | — |
| On Bangkok | 79½ |
| Sovereign | 8.54 |
| Gold leaf per Tael | 51. |
| Bar Silver ready | 33½ |
| forward | 32.15/16 |
| Bank of England rate | 3% |
| New York/London | 4.24½ |

### SUBSIDIARY COINS.

| | |
|---|---|
| Hongkong 50 cent pieces @ | 10.% p.m. |
| 10 ,, @ | 1/2% p.m. |
| 5 ,, @ | 7.% p.m. |
| Canton sub. coins | 188.% dis. |
| Gold leaf | $51. |

Hongkong January 19, 1923.

## POST OFFICE NOTICES.

Letters and postcards, and registered letters at senders' risk, which are plainly marked "via Siberia", will in future be forwarded to reach Shanghai not later than Sunday.

### INWARD MAILS.

| From | Per | Due. |
|---|---|---|
| Straits & Calcutta | Kutsang | 19th Jan. |
| Shanghai | Sicilia | 19th ,, |
| Europe via Negapatam (Letters & Papers, London 20th Dec.) | Hakozaki M. | 20th ,, |
| U.S.A. Canada, Japan & Shanghai | Pres. McKinley | 21st ,, |
| London Letters via Brindisi 18th Dec. | Agapenor | 21st ,, |
| Shanghai | Shantung | 21st ,, |
| Shanghai | Chen.tu | 21st ,, |
| London Parcels only 20th Dec. 23rd. | Warmala | 25th ,, |

### OUTWARD MAILS.

| For | Per | Date. |
|---|---|---|
| Shanghai | Chinkiang | Sun., 20 inst., 9 a.m. |
| Swatow, Amoy & Formosa | Amakusa M. | Sun., 20 inst., 9 a.m. |
| Shanghai | Tientsin | Mon. 21 inst., 10.30 a.m. |
| Swatow | Hydrangea | Mon., 21 inst., 2.30 p.m. |
| Shanghai | Fengtien | Mon., 21 inst., 2.30 p.m. |
| Saigon *Straits, *Bangkok Ceylon, L. Mauritius, Marques, S. Africa, India via Dhanuskhodi, Aden, Egypt & Europe via Marseilles | Andre Lebon | Mon., 21 inst., Registration 2.45 p.m. Letters 3.30 p.m. (Due Marseilles 23rd Feb.) |
| Amoy | Szechuen | Mon., 21 inst., 5 p.m. |
| Hoihow, Pakhoi & Haiphong | Yunnan | Tues., 22 inst., 8.30 a.m. |
| Swatow & Bangkok | Kiangsu | Tues., 22 inst., 8.30 a.m. |
| Swatow & Bangkok | Kwaisang | Tues., 22 inst., 10.30 a.m. |
| Java via Batavia | Tjibodas | Tues., 22 inst. 10.30 a.m. |
| Swatow, Amoy & Foochow | Haihong | Tues., 22 inst., noon. |
| Manila | Pres. McKinley | Tues., 22 inst., 3.30 p.m. |
| Swatow | Fausang | Tues., 22 inst., 5 p.m. |
| Shanghai Japan & Europe via Siberia | Hakozaki M. | Wed., 23 inst. 10.30 a.m. (Correspondence Specially superscribed "via Siberia" only) |
| Sandakan | Hinsang | Wed., 23 inst. noon. |
| Japan & Honolulu | Rakuyo M. | Fri. 25 inst., 10.30 a.m. |
| Swatow, Amoy & Foochow | Haifoong | Fri., 25 inst., noon |
| Straits, Ceylon, Mauritius, L. Marques, S. Africa, India via Dhanuskhodi, Bombay, Aden, Egypt & Europe via Marseilles | Macedonia | Parcels 25th 5 p.m. Sat., 26 inst., Registration 9.45 a.m. Letters 10.30 a.m. (Due Marseilles 23rd Feb.) |
| Swatow, Amoy & Foochow | Haiching | Tues. 29 inst. noon. |

*Correspondence bearing vessel's name only.

## PASSENGERS ARRIVED.

Per s.s. Empress of Russia, on January 18.—Mr. M. J. Breen, Mr. N. B. Lambert, Mr. S. T. Liu, Mrs. E. A. G. May, Master J. R. D. May, Mr. Yung Chiu-man, Mr. J. Openshaw, Mr. J. Robertson, Mr. J. R. Redfern, Capt. D. H. James, Mr. J. Struthers, Mrs. Struthers, Mr. P. Smith, Mr. F. W. Baxter, Mrs. Baxter, Mr. C. L. Bell, Mr. J. L. Broughton, Mrs. Broughton, Mr. J. W. Bealey, Mr. H. L. Griffiths, Mr. H. C. Chow, Mrs. Chow, Mr. E. L. Cockell, Mrs. Cockell, Mr. C. C. Chang, Mr. Y. L. Chow, Mr. S. K. Chao, Mrs. Chang, Master Chang, Capt. W. Davidson, Mrs. M. G. Eckhardt, Mr. H. J. Eddo, Mr. G. H. B. Fox, Mr. G. F. Gardner, Mrs. D. S. Gubbay, Mr. G. G. Holmes, Mr. A. Johnstone, Mr. C. L. Longwell, Mrs. M. Lane, Miss I. Lane, Miss A. Parry, Miss E. Parry, Mr. J. Perry, Mrs. Perry, Mr. P. Peebles, Mrs. Peebles, Mr. A. E. Potts, Miss S. Pentycross, Miss R. Pentycross, Mrs. N. C. Paterson, Miss H. D. Paterson, Mr. H. K. Rutherford, Mr. C. A. Roberts, Mr. T. Rowan, Mr. C. S. Speyer, Hon. A. Shirley, Mr. Y. C. Simmons, Mrs. B. Simmons, Mr. A. de Sheimo, Miss de Sheimo, Mrs. H. M. Tang, Master Tang, Mr. D. Thornley, Mr. L. E. C. Whiteford, Mr. Wigg, Mrs. Wigg, Sir D. W. I. Watson, Mr. C. S. Chen, Mr. K. Y. Wong, Mr. T. Y. Wong, Mr. S. R. Franklin, Miss A. V. Franklin, Mr. J. Mark, Mr. Jung Ngow-tom, Mr. J. B. Wong, Miss H. Meyers, Mr. T. M. Lam, Mr. L. K. Jacksang, Capt. J. Jorgensen, Mr. J. F. Chang, Mr. P. K. Chao, Mr. S. Y. Chao, Mr. D. C. Dang, Mr. N. Hamaoka, Mr. Y. Izutsu, Mr. B. C. Kee, Mr. P. Materson, Mr. T. Menzu, Mr. W. F. Mu, Mr. R. B. Paul, Mr. S. M. Pan, Mr. C. A. Robert, Mr. B. Souza, Mr. C. C. Sui, Mr. B. F. Shui, Mr. Chen Ho-shih, Mr. W. S. Tse, Mr. S. S. Tse, Mr. Y. Y. Yue.


## ENTERTAINMENTS

THE CORONET
Today at
2.30, 5.15, 7.15 & 9.15
QUINCY ADAMS SAWYER
Latest British Gazette.

THE STAR
Today at
2.30, 5.30 & 9.15
CONRAD NAGEL
— in —
WHAT EVERY WOMAN KNOWS

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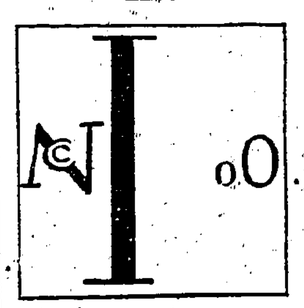
THE BEST SHOW IN TOWN | TO-DAY till SATURDAY

AL CHRISTIE'S
6 REEL COMEDY DRAMA
FROM
OLIVER MOROSCO'S SUCCESS
"SO LONG LETTY"

2-PART MERMAID COMEDY
"THE WAY OUT"

Admission:— 9.15 p.m. ... ... $1.20 & 80 cts.
5.15 p.m. ... ... 80 cts. & 50 cts.


## A PUZZLE A DAY




An expressman found the peculiar label shown above pasted on a box brought to him for shipment. He finally discovered the destination that the cryptic label stood for. Can you solve it?

Yesterday's answer:

If the number 7890 is divided into three parts: 1315, 2630 and 3945, and the first (1315) is divided by 3; the second (2630) by 6, and the third (3945) by 9, each answer will be the same, namely: 438 1-3.

The simple method of discovering the three numbers is to add 3, 6 and 9 (which total 18); and to divide 18 into 7890. The division gives 438 1-3 as an answer; then, by multiplying 438 1-3 by 3, 6 and 9, the three desired numbers, 1315, 2630, 3945 are obtained.

## CHURCH NOTICES.

**A Charge of one Dollar is made for Notices under this Heading.**

St. John's Cathedral, Hongkong.—20th January, 1924, 2nd Sunday after Epiphany. Holy Communion (8 a.m.) Children's Service (10 a.m.) Hymns, 298, 337, 242. Matins (11 a.m.) Responses, Ferial; Venite, Forster (5th Morning); Psalms, 27, 36. Te Deum, Jones, Camidge, Camidge (12th Morning); Benedictus, No. 11 Attwood. Hymns, 273, 81. God Save The King. Holy Communion (12 noon.) Evensong (6 p.m.) Responses, Ferial; Psalm, 68 (Woodward-Cooke) omit verses 21, 22, 23; Magnificat, Goss (7th Evening); Nunc Dimittis, Wallace (9th Evening). Hymns, 169, 197, 31.

First Church of Christ, Scientist, McDonnell Road, below Bowen Road Tram Station.—Sunday 11.15 a.m.; Wednesday, 5.45 p.m.

Printed and Published for the Proprietor, by Frederick Pearce, at 11, Ice House Street, in the City of Victoria, Hongkong.